



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Traffic Safety Facts 1997



**A Compilation of Motor Vehicle Crash Data
from the Fatality Analysis Reporting System
and the General Estimates System**

1997 National Statistics

Motor Vehicle Traffic Crashes

Fatal	37,280
Injury	2,185,000
Property Damage Only	4,542,000
Total	6,764,000

Traffic Crash Victims

	Killed	Injured
Occupants		
Drivers	24,644	2,167,000
Passengers	10,931	1,086,000
Unknown	118	<500
Nonmotorists		
Pedestrians	5,307	77,000
Pedalcyclists	813	58,000
Other/Unknown	154	11,000
Total	41,967	3,399,000

Other National Statistics

Vehicle Miles Traveled	2,560,373,000,000
Resident Population	267,636,061
Registered Vehicles	203,567,637
Licensed Drivers	NA
Economic Cost of Traffic Crashes (1994) (estimate for reported and unreported crashes)	\$150.5 billion

National Rates: Fatalities

Fatalities per 100 Million Vehicle Miles Traveled	1.6
Fatalities per 100,000 Population	15.68
Fatalities per 100,000 Registered Vehicles	20.62
Fatalities per 100,000 Licensed Drivers	NA

National Rates: Injured Persons

Injured Persons per 100 Million Vehicle Miles Traveled	133
Injured Persons per 100,000 Population	1,270
Injured Persons per 100,000 Registered Vehicles	1,670
Injured Persons per 100,000 Licensed Drivers	NA

NA = not available.

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.

Population—U.S. Bureau of the Census.

Vehicle Miles Traveled—Federal Highway Administration.

Registered Vehicles—R.L. Polk & Co. and Federal Highway Administration.

Cover Photo—This two-vehicle crash occurred in Pittsfield Township, Michigan. A sports utility vehicle and a passenger car collided at a controlled intersection when one of the drivers disregarded the red light. Both drivers were belted and received only minor injuries. Photographer: David French, National Highway Traffic Safety Administration.



DOT HS 808 806

**Traffic Safety Facts 1997:
A Compilation of Motor Vehicle Crash Data
from the Fatality Analysis Reporting System
and the General Estimates System**

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
U.S. Department of Transportation
Washington, DC 20590

November 1998

ADMINISTRATOR'S MESSAGE

Dear Reader,

The National Highway Traffic Safety Administration is pleased to present its *Traffic Safety Facts 1997: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. This report combines data from two of our key crash databases, providing statistics on traffic crashes of all severities.

The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes. Fortunately, much progress has been made in reducing the number of deaths and serious injuries on our nation's highways. In 1997, the fatality rate per 100 million vehicle miles of travel reached a new historic low of 1.6, down from 1.7, the rate since 1992. More than 6.7 million police-reported motor vehicle crashes occurred on our highways in 1997—one every 5 seconds. On average, a person was injured in these crashes every 9 seconds, and someone was killed every 13 minutes.

Information about these crashes, such as the tables in this report, helps us better understand the problem and develop effective solutions. Reducing these numbers requires the continued efforts of state, local, and federal organizations working toward this common goal.

The National Highway Traffic Safety Administration is committed to keeping highway safety high on the list of national priorities.

I hope you find this publication useful.

Sincerely,

Ricardo Martinez, M.D.
Administrator
National Highway Traffic Safety Administration

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INTRODUCTION

In this annual report, *Traffic Safety Facts 1997: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*, the National Highway Traffic Safety Administration (NHTSA) presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

Information from two of NHTSA's primary data systems has been combined to create a single source for motor vehicle crash statistics. The first data system, the Fatality Analysis Reporting System (FARS), is probably the better known of the two sources. Established in 1975, FARS contains data on the most severe traffic crashes, those in which someone was killed. The second source is the National Automotive Sampling System/General Estimates System (GES), which began operation in 1988. GES contains data from a nationally representative sample of police-reported crashes of all severities, including those that result in death, injury, or property damage. The next two sections provide a brief description of FARS and GES.

Both systems were designed and developed by NHTSA's National Center for Statistics and Analysis (NCSA) to provide an overall measure of highway safety, to help identify traffic safety problems, to suggest solutions, and to help provide an objective basis on which to evaluate the effectiveness of motor vehicle safety standards and highway safety initiatives. Data from these systems are used to answer requests for information from the international and national highway traffic safety communities, including state and local governments, the Congress, Federal agencies, research organizations, industry, the media, and private citizens.

FARS OPERATIONS

FARS, which became operational in 1975, contains data on a census of fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public, and must result in the death of an occupant of a vehicle or a nonmotorist within 30 days of the crash.

NHTSA has a cooperative agreement with an agency in each state's government to provide information on all qualifying fatal crashes in the state. These agreements are managed by Regional Contracting Officer's Technical Representatives located in the 10 NHTSA Regional Offices. Trained state employees, called "FARS analysts," are responsible for gathering, translating, and transmitting their state's data to NCSA in a standard format. The number of analysts varies by state, depending on the number of fatal crashes and the ease of obtaining data.

FARS data are obtained solely from the state's existing documents:

Police Accident Reports	Death Certificates
State Vehicle Registration Files	Coroner/Medical Examiner Reports
State Driver Licensing Files	Hospital Medical Reports
State Highway Department Data	Emergency Medical Service Reports
Vital Statistics	

From these documents, the analysts code more than 100 FARS data elements. (See Appendix A for a list of the FARS data elements.) The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. The data collected within FARS do not include any personal identifying information, such as names, addresses, or social security numbers. Thus, any data kept in FARS files and made available to the public fully conform to the Privacy Act.

Each analyst enters data into a local microcomputer data file, and weekly updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 1997 FARS data file used for the statistics in this report was created in June 1998; however, the 1997 FARS file will *officially* close on January 15, 1999. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 1996 are reflected in this report. The updated final counts for 1997 will be reflected in the 1998 annual report.

GES OPERATIONS

GES data are obtained from a nationally representative probability sample selected from all police-reported crashes. The system began operation in 1988. To be eligible for the GES sample, a police accident report (PAR) must be completed for the crash, and the crash must involve at least one motor vehicle traveling on a trafficway and result in property damage, injury, or death. Although various sources suggest that about half the motor vehicle crashes in the country are not reported to police, the majority of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, the GES concentrates on those crashes of greatest concern to the highway safety community and the general public.

GES data collectors make weekly visits to approximately 400 police jurisdictions in 60 sites across the United States, where they randomly sample about 50,000 PARs per year. The collectors obtain copies of the PARs and send them to a central contractor for coding. No other data are collected beyond the selected PARs—no driver license, vehicle registration, or medical information is obtained.

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. (See Appendix B for a list of the GES data elements.) Some elements are modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) is coded. During data coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors. The 1997 file used for the statistics in this report was completed in July 1998.

ABOUT THIS REPORT

Fatal crash data from FARS and nonfatal crash data from GES are presented in this report in five chapters. Chapter 1, “Trends,” presents data from all years of FARS (1975 through 1997) and GES (1988 through 1997). The remaining chapters present data only from 1997. Chapter 2, “Crashes,” describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, “Vehicles,” concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, “People,” is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, “States,” contains information about crashes for each state, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

About three-quarters of the tables in this report present data from both FARS and GES. The remaining tables contain FARS data only. Statistics describing fatal crashes or fatalities have been derived from FARS. Statistics describing injury crashes, property-damage-only crashes, or nonfatal injuries have been derived from GES. The reader should be aware that FARS numbers are actual counts of fatalities or fatal crashes, whereas GES numbers are estimates of counts of crashes and injuries and are subject to sampling and nonsampling errors. (See Appendix C for more information on these errors.) To emphasize this difference, FARS numbers are not rounded, while GES estimates have been rounded to the nearest thousand. As a result of the rounding, for some tables, the sum of the row or column entries may not equal the row or column total. In addition, percentages have been calculated prior to rounding.

The reader may also notice that many tables have rows or footnotes for unknowns for FARS data, but not for GES data. The reason for this difference is that almost all the GES unknown data have been assigned values through complex statistical procedures. FARS unknown data, on the other hand, are not assigned values, with the exception of blood alcohol concentration (BAC) test results. BAC values have been assigned to drivers and nonoccupants involved in fatal crashes when the alcohol test results are unknown. A complete description of the statistical procedures used for unknown data in GES and for unknown alcohol test results in FARS can be found in two technical reports: *Imputation in the General Estimates System* (DOT HS 807 985) and *A Method for Estimating Posterior BAC Distributions for Persons Involved in Fatal Traffic Accidents* (DOT HS 807 094). These reports are available from the National Center for Statistics and Analysis (NCSA) at the address given in the following section.

Changes from Last Year's Report

In this year's report a number of new tables and graphs have been added, and some of the tables contained in earlier editions of *Traffic Safety Facts* have been changed, in an effort to make the report more useful to its readers.

- In Chapter 4, "People," four new tables and two new graphs have been added. Table 57 on page 90 shows "Persons Killed or Injured in Crashes by Weather Condition and Light Condition." Table 58, also on page 90, shows "Persons Killed or Injured in Crashes by Speed Limit and Crash Type." On page 91, Table 59 shows "Persons Killed in Crashes by Speed Limit and Land Use," and Figure 20 shows "Percent of Fatalities by Speed Limit and Land Use." Table 60 on page 92 shows "Persons Killed or Injured in Crashes and Percent Alcohol Related by Time of Day and Crash Type," and Figure 21 on page 93 shows "Percent of Persons Killed or Injured in Alcohol-Related Crashes by Time of Day." The rest of the tables and graphs in Chapter 4 correspond to those from earlier reports.
- In Chapter 5, "States," Table 105, "Fatal Crashes by State and First Harmful Event" (pages 142-143), has been modified from the corresponding Table 101 in earlier reports to include the numbers of crashes as well as the percent of the state total for each type of first harmful event. Table 106, "Fatal Crashes by State and Roadway Function Class" (pages 144-145), has been modified from the earlier Table 102 to show numbers of crashes rather than percents. In addition, the data for Interstate crashes have been further subdivided to show the numbers of fatal crashes on *rural* and *urban* Interstates. A new Table 107 (pages 146-147) has also been added to show similar data for "Fatalities by State and Roadway Function Class." Table 110, "Persons Killed, by State and Age Group" (pages 152-153), has been modified from the earlier Table 105 to show numbers of fatalities in each age group rather than percentages of the state totals. Table 111, "Occupants Killed, by State and Vehicle Type" (pages 154-155), has been modified from the corresponding Table 106 in earlier reports to show both the number of occupants killed for each vehicle type and the percent of the state total. On pages 162-167, three new tables have been added — Table 115, "Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver," Table 116, "Drivers Killed in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver," and Table 117, "Surviving Drivers in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver" — expanding the data previously presented in Table 110, which has been replaced by the three new tables. Finally, a new Table 118, "Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit," has been added on pages 168-169. The remaining tables in Chapter 5 (Tables 119-126) correspond to the same tables (Tables 111-118) contained in previous editions of *Traffic Safety Facts*.

DATA AVAILABILITY

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS and GES. Additional data from FARS (1975 through 1997) or from GES (1988 through 1997) are available in four ways:

- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about 2 weeks, depending on the nature and complexity of the data requested.
- Computer tapes or compact disks can be purchased in one of several formats amenable to analysis. This will enable you to process the data using your own computer system. Information on acquiring the tapes is available by contacting the NCSA at the address below.
- FARS and GES data can be obtained by downloading any of the published files from the Internet, at <ftp://www.nhtsa.dot.gov>. The files are available in SAS and sequential ASCII file formats. This will enable you to process the data using your own computer system.
- FARS data can also be accessed on the world wide web at www-fars.nhtsa.dot.gov. This web site provides instant access to the 1994 through 1997 FARS data via the Query Engine, Wizard, and Reports Library. The Query Engine will enable you to process the data using our interactive user interface. The Query Wizard is an inventory of popularly requested statistical reports not included in NHTSA official publications. These are national reports that may be customized by selection to state, county, or city jurisdictions. The Reports Library, which contains NHTSA's published reports (including this publication) provides searchable and browseable access to NCSA's reports on crashes.

Requests for more information from FARS or GES or for a copy of the data files, should be directed to:

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
NRD-31
400 Seventh Street, S.W.
Washington, D.C. 20590
(202) 366-4198 or 1-800-934-8517
(202) 366-7078 (FAX)

Auto Safety Hotline

To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

Additional information on all NHTSA's data files, including FARS and GES, can be found on the NCSA world wide web site: www.nhtsa.dot.gov/people/ncsa. Current fact sheets, as well as recent NCSA research notes and abstracts of technical reports, can be downloaded in portable document format (.pdf). A traffic safety overview is also provided, with information from several fact sheets and data on lives saved by different types of passenger restraints. Comments and suggestions about the NCSA web site can be e-mailed to the following address: ncsaweb@nhtsa.dot.gov.

Chapter 1 ♦ Trends

1. TRENDS

The tables in this chapter present statistics about motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 1997; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 1997. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 1997. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Fatal crashes dropped slightly (0.6 percent) from 1996 to 1997, and the fatality rate fell to 1.6 fatalities per 100 million vehicle miles of travel in 1997, down from 1.7 in 1996.
- The injury rate per 100 million vehicle miles of travel decreased by 0.6 percent from 1996 to 1997.
- The occupant fatality rate per 100,000 population, which declined by 23 percent from 1975 to 1992, increased by 3 percent from 1992 to 1997.
- The occupant injury rate per 100,000 population, which declined by 14 percent from 1988 to 1992, increased by 7 percent from 1992 to 1997.
- The nonmotorist fatality rate per 100,000 population has declined by 41 percent from 1975 to 1997.
- The nonmotorist injury rate per 100,000 population has declined by 30 percent from 1988 to 1997.
- The percent of alcohol-related fatalities has declined from 57.3 percent in 1982 to 38.6 percent in 1997.

Figure 1
Fatal Crashes, 1975-1997

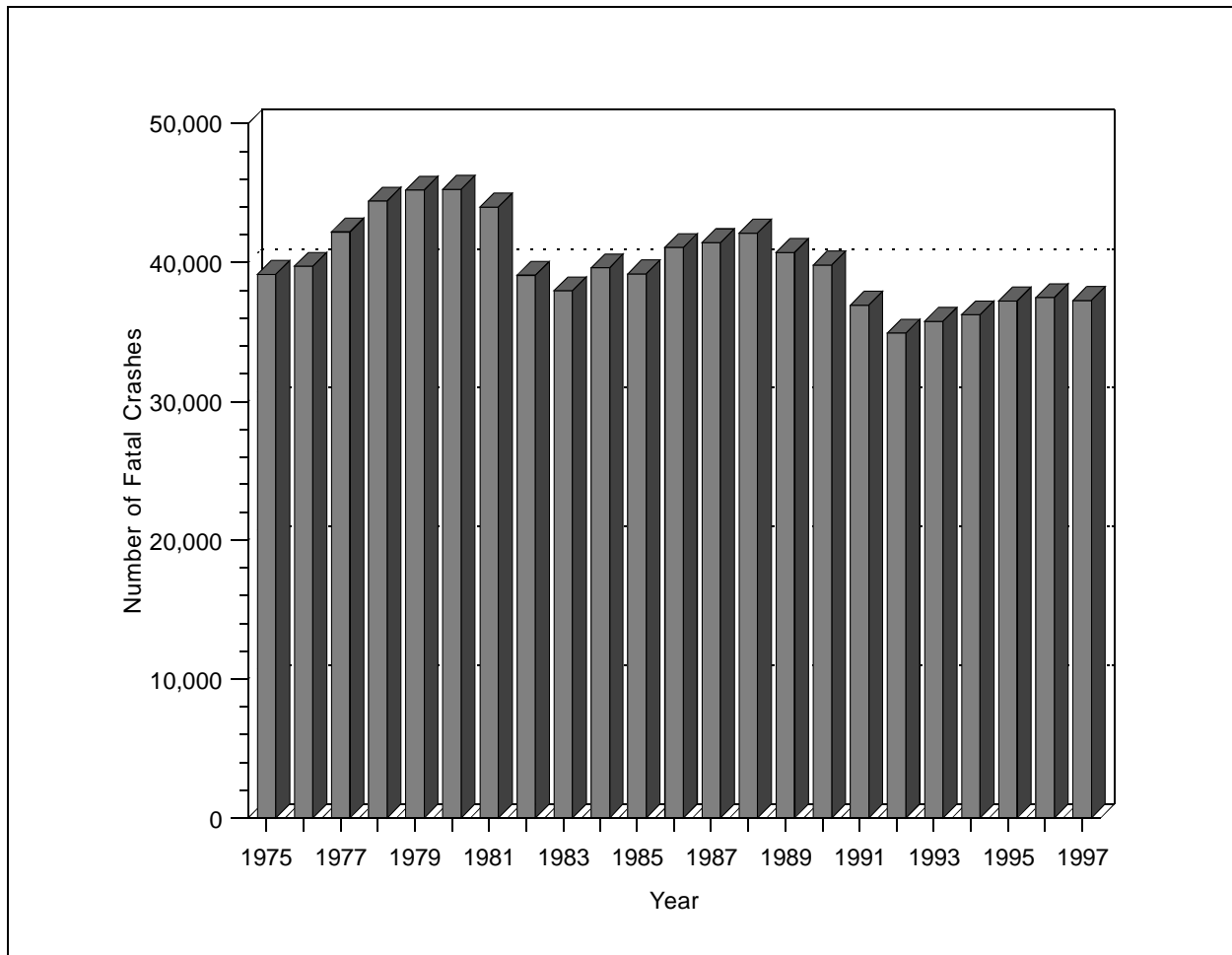


Table 1
Crashes by Crash Severity, 1988-1997

Year	Crash Severity						Total	
	Fatal		Injury		Property Damage Only		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
1988	42,130	0.6	2,233,000	32.4	4,611,000	67.0	6,887,000	100.0
1989	40,741	0.6	2,153,000	32.4	4,459,000	67.0	6,653,000	100.0
1990	39,836	0.6	2,122,000	32.8	4,309,000	66.6	6,471,000	100.0
1991	36,937	0.6	2,008,000	32.8	4,073,000	66.6	6,117,000	100.0
1992	34,942	0.6	1,991,000	33.2	3,974,000	66.2	6,000,000	100.0
1993	35,780	0.6	2,022,000	33.1	4,048,000	66.3	6,106,000	100.0
1994	36,254	0.6	2,123,000	32.7	4,336,000	66.8	6,496,000	100.0
1995	37,241	0.6	2,217,000	33.1	4,446,000	66.4	6,699,000	100.0
1996	37,494	0.5	2,256,000	33.0	4,548,000	66.5	6,842,000	100.0
1997	37,280	0.6	2,185,000	32.3	4,542,000	67.1	6,764,000	100.0

Table 2
Persons Killed or Injured and Fatality and Injury Rates by Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-1997

Killed									
Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
1966	50,894	196,560	25.89	100,998	50.39	95,703	53.18	926	5.5
1967	50,724	198,712	25.53	103,172	49.16	98,859	51.31	964	5.3
1968	52,725	200,706	26.27	105,410	50.02	102,987	51.20	1,016	5.2
1969	53,543	202,677	26.42	108,306	49.44	107,412	49.85	1,062	5.0
1970	52,627	205,052	25.67	111,543	47.18	111,242	47.31	1,110	4.7
1971	52,542	207,661	25.30	114,426	45.92	116,330	45.17	1,179	4.5
1972	54,589	209,896	26.01	118,414	46.10	122,557	44.54	1,260	4.3
1973	54,052	211,909	25.51	121,546	44.47	130,025	41.57	1,313	4.1
1974	45,196	213,854	21.13	125,427	36.03	134,900	33.50	1,281	3.5
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.4
1976	45,523	218,035	20.88	134,036	33.96	130,793	34.81	1,402	3.2
1977	47,878	220,239	21.74	138,121	34.66	134,514	35.59	1,467	3.3
1978	50,331	222,585	22.61	140,844	35.74	140,374	35.85	1,545	3.3
1979	51,093	225,055	22.70	143,284	35.66	144,317	35.40	1,529	3.3
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.3
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,555	3.2
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.8
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.6
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.6
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.5
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.5
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.4
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.3
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.2
1990	44,599	249,440	17.88	167,015	26.70	184,275	24.20	2,144	2.1
1991	41,508	252,124	16.46	168,995	24.56	186,370	22.27	2,172	1.9
1992	39,250	255,002	15.39	173,125	22.67	184,938	21.22	2,247	1.7
1993	40,150	257,753	15.58	173,149	23.19	188,350	21.32	2,296	1.7
1994	40,716	260,292	15.64	175,403	23.21	192,497	21.15	2,358	1.7
1995	41,817	262,761	15.91	176,628	23.68	197,065	21.22	2,423	1.7
1996	42,065	265,179	15.86	179,539	23.43	201,631	20.86	2,486	1.7
1997	41,967	267,636	15.68	NA	--	203,568	20.62	2,560	1.6

Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
1988	3,416,000	244,499	1,397	162,854	2,098	177,455	1,925	2,026	169
1989	3,284,000	246,819	1,330	165,554	1,984	181,165	1,813	2,096	157
1990	3,231,000	249,440	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,124	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,002	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,753	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,292	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,761	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,511,000	265,179	1,324	179,539	1,956	201,631	1,741	2,486	141
1997	3,399,000	267,636	1,270	NA	--	203,568	1,670	2,560	133

NA = not available.

Source: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-1997—R.L. Polk & Co.; Population—U.S. Bureau of the Census; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-1997—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-1997—General Estimates System (GES), NHTSA. Injury data not available for years before 1988.

Figure 2
Motor Vehicle Fatality and Injury Rates
per 100 Million Vehicle Miles Traveled, 1966-1997

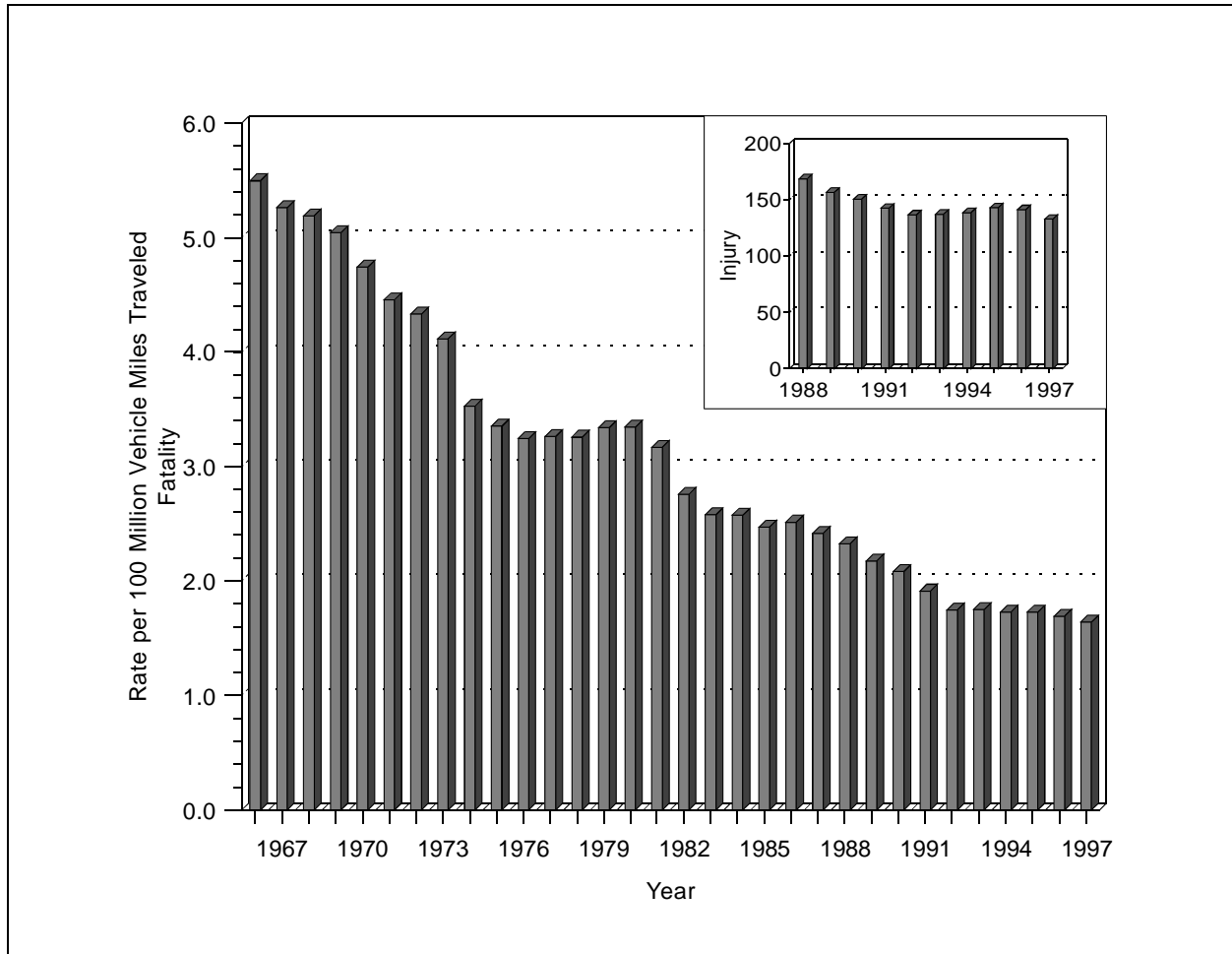


Table 3
Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle
by Vehicle Type and Crash Severity, 1975-1997

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,897	3.7	40.11	8,636	4.2	41.35	3,977	4.9	74.16	3,265	58.0	65.77
1976	37,206	3.5	38.35	9,300	4.0	40.80	4,435	5.2	79.55	3,343	55.7	67.76
1977	39,038	3.5	39.45	10,400	4.0	42.57	5,164	5.4	90.76	4,164	65.6	84.41
1978	40,544	3.6	39.81	11,898	4.1	43.61	5,759	5.4	98.28	4,643	64.9	95.38
1979	39,999	3.6	38.63	12,544	4.3	43.36	6,084	5.6	103.27	4,916	56.9	90.67
1980	39,059	3.5	37.28	12,680	4.3	42.18	5,379	5.0	92.89	5,194	50.9	91.22
1981	38,864	3.5	36.66	12,331	4.0	39.48	5,230	4.8	91.49	4,963	46.4	85.11
1982	34,334	3.0	32.11	11,317	3.5	35.03	4,646	4.2	83.11	4,495	45.4	78.12
1983	33,298	2.8	30.52	11,118	3.3	33.62	4,877	4.2	88.54	4,302	49.1	77.03
1984	34,648	2.8	30.89	11,973	3.3	33.96	5,124	4.2	94.87	4,659	53.0	85.02
1985	34,277	2.7	29.46	12,464	3.2	33.09	5,153	4.2	85.94	4,608	50.7	84.64
1986	36,195	2.8	30.87	13,327	3.2	33.52	5,097	4.0	89.09	4,570	48.6	87.90
1987	36,580	2.8	30.52	14,514	3.3	34.81	5,108	3.8	89.33	4,067	42.8	83.24
1988	36,977	2.7	30.43	15,286	3.1	34.27	5,241	3.8	85.40	3,715	37.1	81.04
1989	35,410	2.5	28.85	15,700	3.0	33.31	4,984	3.5	80.05	3,192	30.8	72.21
1990	34,085	2.4	27.65	15,620	2.8	31.29	4,776	3.3	77.08	3,276	34.3	76.91
1991	31,291	2.2	25.37	14,832	2.5	28.49	4,347	2.9	70.43	2,829	30.8	67.72
1992	29,817	2.1	24.78	14,648	2.3	27.21	4,035	2.6	66.75	2,439	25.5	60.00
1993	30,233	2.1	24.97	15,332	2.3	27.10	4,328	2.7	71.09	2,477	25.0	62.27
1994	30,273	2.1	24.81	16,353	2.3	27.49	4,644	2.7	70.49	2,339	22.8	62.26
1995	30,940	2.1	25.11	17,587	2.3	28.13	4,472	2.5	66.55	2,268	23.1	58.20
1996	30,727	2.0	24.66	18,246	2.3	27.88	4,755	2.6	67.81	2,176	21.9	56.20
1997	29,750	1.9	23.86	18,541	2.2	27.55	4,871	2.5	68.77	2,147	21.3	56.11
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1989	2,892,000	204	2,355	727,000	139	1,543	110,000	77	1,770	76,000	732	1,717
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
1991	2,615,000	185	2,120	789,000	132	1,515	78,000	52	1,264	79,000	856	1,882
1992	2,640,000	184	2,194	758,000	118	1,409	95,000	62	1,567	61,000	642	1,509
1993	2,631,000	182	2,174	843,000	125	1,490	97,000	60	1,585	56,000	565	1,407
1994	2,785,000	191	2,283	912,000	128	1,533	96,000	56	1,452	54,000	526	1,433
1995	2,914,000	197	2,365	1,024,000	137	1,638	84,000	47	1,244	52,000	530	1,331
1996	2,908,000	194	2,334	1,080,000	137	1,650	94,000	51	1,337	51,000	516	1,323
1997	2,785,000	182	2,234	1,083,000	131	1,610	97,000	51	1,366	52,000	512	1,348
Property-Damage-Only Crashes												
1988	6,050,000	437	4,979	1,542,000	316	3,458	297,000	215	4,839	21,000	207	453
1989	5,678,000	401	4,625	1,613,000	309	3,421	300,000	210	4,825	20,000	188	441
1990	5,485,000	384	4,450	1,654,000	298	3,314	273,000	187	4,411	20,000	208	467
1991	5,084,000	360	4,122	1,675,000	281	3,217	248,000	166	4,022	25,000	268	589
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	181	4,586	10,000	100	236
1993	4,789,000	331	3,956	1,884,000	279	3,331	296,000	185	4,861	17,000	169	420
1994	5,126,000	351	4,202	2,023,000	284	3,401	360,000	212	5,467	13,000	128	349
1995	5,335,000	361	4,329	2,149,000	287	3,437	289,000	162	4,307	13,000	131	329
1996	5,346,000	357	4,290	2,303,000	293	3,519	296,000	162	4,219	14,000	139	357
1997	5,235,000	343	4,199	2,371,000	288	3,523	342,000	179	4,828	11,000	105	276

Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Passenger Cars and Light Trucks—R.L. Polk & Co; Registered Large Trucks and Motorcycles—Federal Highway Administration.

**Table 4
Persons Killed or Injured, by Person Type and Vehicle Type, 1975-1997**

Year	Person Type											Total
	Occupants by Vehicle Type							Nonmotorists				
	Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Buses	Other/Unknown	Total	Pedestrian	Pedalcyclist	Other	Total	
Killed												
1975	25,929	4,856	961	3,189	53	937	35,925	7,516	1,003	81	8,600	44,525
1976	26,166	5,438	1,132	3,312	73	981	37,102	7,427	914	80	8,421	45,523
1977	26,782	5,976	1,287	4,104	42	959	39,150	7,732	922	74	8,728	47,878
1978	28,153	6,745	1,395	4,577	41	622	41,533	7,795	892	111	8,798	50,331
1979	27,808	7,178	1,432	4,894	39	579	41,930	8,096	932	135	9,163	51,093
1980	27,449	7,486	1,262	5,144	46	540	41,927	8,070	965	129	9,164	51,091
1981	26,645	7,081	1,133	4,906	56	603	40,424	7,837	936	104	8,877	49,301
1982	23,330	6,359	944	4,453	35	525	35,646	7,331	883	85	8,299	43,945
1983	22,979	6,202	982	4,265	53	362	34,843	6,826	839	81	7,746	42,589
1984	23,620	6,496	1,074	4,608	46	440	36,284	7,025	849	99	7,973	44,257
1985	23,212	6,689	977	4,564	57	544	36,043	6,808	890	84	7,782	43,825
1986	24,944	7,317	926	4,566	39	442	38,234	6,779	941	133	7,853	46,087
1987	25,132	8,058	852	4,036	51	436	38,565	6,745	948	132	7,825	46,390
1988	25,808	8,306	911	3,662	54	429	39,170	6,870	911	136	7,917	47,087
1989	25,063	8,551	858	3,141	50	424	38,087	6,556	832	107	7,495	45,582
1990	24,092	8,601	705	3,244	32	460	37,134	6,482	859	124	7,465	44,599
1991	22,385	8,391	661	2,806	31	466	34,740	5,801	843	124	6,768	41,508
1992	21,387	8,098	585	2,395	28	387	32,880	5,549	723	98	6,370	39,250
1993	21,566	8,511	605	2,449	18	425	33,574	5,649	816	111	6,576	40,150
1994	21,997	8,904	670	2,320	18	409	34,318	5,489	802	107	6,398	40,716
1995	22,423	9,568	648	2,227	33	392	35,291	5,584	833	109	6,526	41,817
1996	22,505	9,932	621	2,161	21	455	35,695	5,449	765	154	6,368	42,065
1997	21,989	10,224	717	2,106	17	640	35,693	5,307	813	154	6,274	41,967
Injured												
1988	2,585,000	478,000	37,000	105,000	15,000	4,000	3,224,000	110,000	75,000	8,000	192,000	3,416,000
1989	2,431,000	511,000	43,000	83,000	15,000	5,000	3,088,000	112,000	73,000	11,000	196,000	3,284,000
1990	2,376,000	505,000	42,000	84,000	33,000	4,000	3,044,000	105,000	75,000	7,000	187,000	3,231,000
1991	2,235,000	563,000	28,000	80,000	21,000	4,000	2,931,000	88,000	67,000	11,000	166,000	3,097,000
1992	2,232,000	545,000	34,000	65,000	20,000	12,000	2,908,000	89,000	63,000	10,000	162,000	3,070,000
1993	2,265,000	601,000	32,000	59,000	17,000	4,000	2,978,000	94,000	68,000	9,000	171,000	3,149,000
1994	2,364,000	631,000	30,000	57,000	16,000	4,000	3,102,000	92,000	62,000	9,000	164,000	3,266,000
1995	2,469,000	722,000	30,000	57,000	19,000	4,000	3,303,000	86,000	67,000	10,000	162,000	3,465,000
1996	2,478,000	768,000	33,000	56,000	20,000	4,000	3,360,000	82,000	59,000	11,000	151,000	3,511,000
1997	2,378,000	768,000	31,000	54,000	17,000	5,000	3,253,000	77,000	58,000	11,000	146,000	3,399,000

Table 5
Drivers Involved in Crashes and Involvement Rates per Licensed Driver
by Sex and Crash Severity, 1975-1997

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1976	45,091	72,452	62.24	9,953	61,458	16.19	55,045	133,910	41.11
1977	48,548	74,385	65.27	10,775	63,591	16.94	59,324	137,976	43.00
1978	51,665	75,504	68.43	11,221	65,177	17.22	62,887	140,681	44.70
1979	52,208	76,458	68.28	11,308	66,695	16.95	63,518	143,152	44.37
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1981	49,838	77,831	64.03	11,396	69,142	16.48	61,238	146,972	41.67
1982	43,877	78,484	55.91	10,579	71,627	14.77	54,462	150,111	36.28
1983	42,329	80,823	52.37	10,854	73,440	14.78	53,184	154,263	34.48
1984	44,213	80,916	54.64	11,806	74,398	15.87	56,022	155,315	36.07
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,769	35.93
1986	46,083	82,740	55.70	12,603	76,651	16.44	58,688	159,390	36.82
1987	46,337	83,939	55.20	13,492	77,789	17.34	59,829	161,728	36.99
1988	46,840	84,099	55.70	13,814	78,661	17.56	60,658	162,760	37.27
1989	44,941	85,356	52.65	13,927	80,160	17.37	58,870	165,516	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,630	46.51	12,716	82,300	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,165	44.62	13,449	86,183	15.61	53,238	175,347	30.36
1995	40,799	89,183	45.75	14,043	87,386	16.07	54,847	176,569	31.06
1996	40,899	90,504	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,300	NA	--	14,708	NA	--	55,010	NA	--
Drivers in Injury Crashes									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1989	2,347,000	85,356	2,749	1,446,000	80,160	1,804	3,793,000	165,516	2,291
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,183	2,667	1,687,000	87,386	1,931	4,066,000	176,569	2,303
1996	2,395,000	90,504	2,646	1,727,000	89,007	1,941	4,122,000	179,510	2,296
1997	2,333,000	NA	--	1,676,000	NA	--	4,008,000	NA	--
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1989	4,915,000	85,356	5,758	2,687,000	80,160	3,352	7,602,000	165,516	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,183	5,434	2,905,000	87,386	3,325	7,752,000	176,569	4,390
1996	4,943,000	90,504	5,461	3,007,000	89,007	3,378	7,950,000	179,510	4,428
1997	4,904,000	NA	--	3,049,000	NA	--	7,953,000	NA	--

NA = not available.

* Total includes drivers (>15 years old) of unknown sex.

Source: Licensed Drivers—Federal Highway Administration.

Figure 3
Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older,
by Sex and Crash Severity, 1975-1996

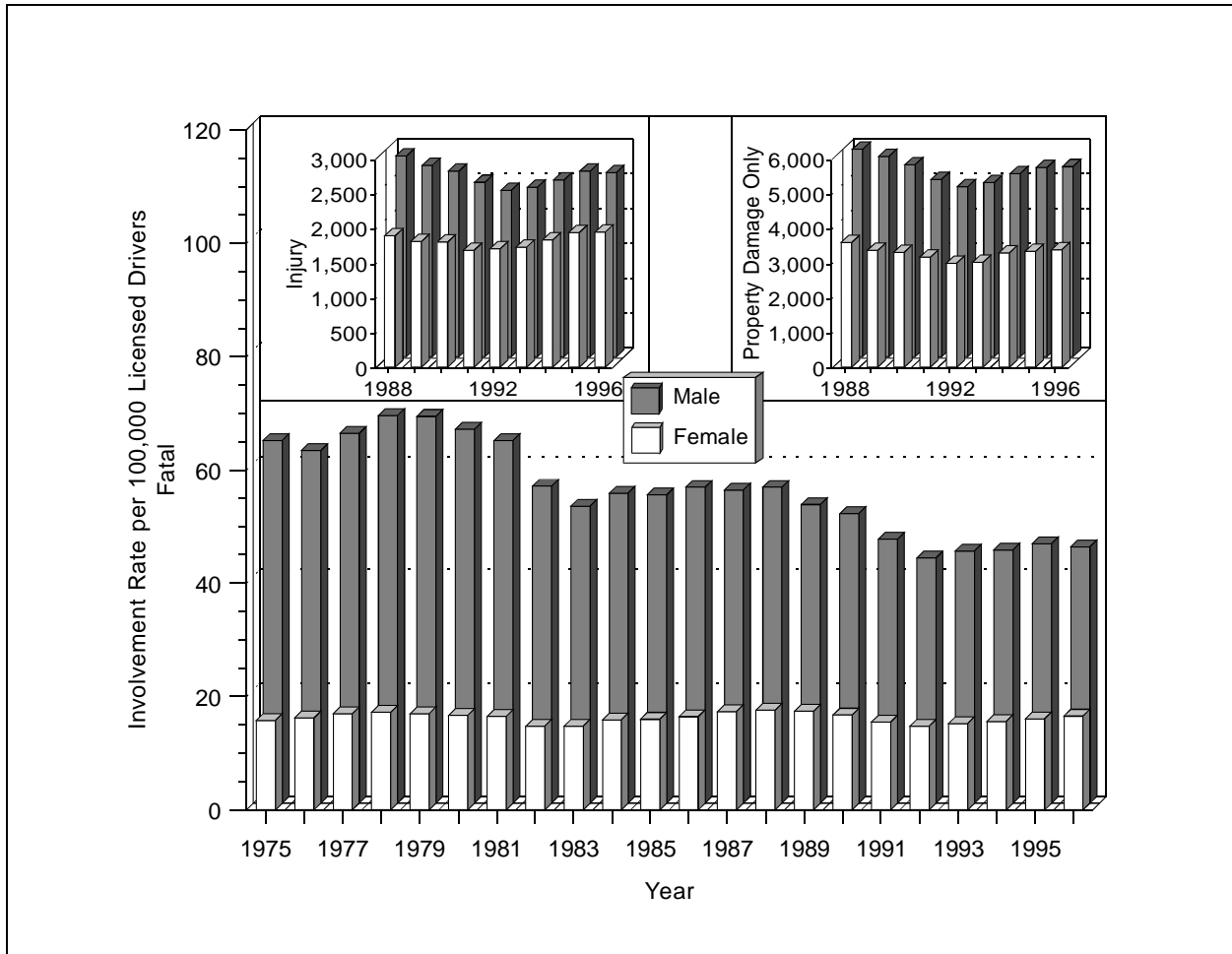


Table 6
Occupant Fatality and Injury Rates per Population by Age Group, 1975-1997

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	16.67
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	17.05
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	17.81
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	18.70
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	18.67
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	18.45
1981	3.75	2.43	5.24	38.56	37.41	24.22	16.63	13.81	12.68	13.16	14.94	17.62
1982	3.67	2.22	4.85	34.51	32.75	20.45	14.30	11.84	11.24	11.85	14.89	15.39
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	14.90
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.87	11.16	12.98	16.18	15.39
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	15.15
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	15.92
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	15.92
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	16.02
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	15.43
1990	3.31	2.50	5.26	34.16	30.62	19.81	13.34	12.20	11.91	13.36	18.49	14.89
1991	3.13	2.39	4.87	31.84	28.78	17.78	12.29	11.13	10.75	13.22	19.17	13.78
1992	2.98	2.40	4.75	28.50	25.91	16.52	11.72	10.62	10.53	13.27	18.86	12.89
1993	3.14	2.34	4.67	29.18	26.66	16.43	11.87	10.52	10.85	12.72	20.85	13.02
1994	3.46	2.34	5.07	30.72	26.28	16.02	11.81	11.15	10.71	13.98	20.80	13.18
1995	3.16	2.45	5.14	29.86	27.40	16.97	12.52	11.01	11.42	13.67	21.00	13.43
1996	3.40	2.34	5.08	29.49	27.20	16.73	12.59	11.14	11.58	14.22	20.95	13.46
1997	3.15	2.41	4.96	28.28	25.31	16.39	12.18	11.49	11.90	14.35	21.97	13.34
Injury Rate per 100,000 Population												
1988	417	444	734	3,283	2,666	1,800	1,308	1,030	876	710	656	1,319
1989	370	469	727	3,210	2,467	1,672	1,280	985	801	713	617	1,251
1990	329	430	675	3,112	2,494	1,672	1,227	989	845	750	515	1,221
1991	384	469	710	2,928	2,313	1,573	1,144	977	801	727	522	1,162
1992	323	436	686	3,002	2,248	1,571	1,102	971	783	721	587	1,140
1993	367	469	657	2,904	2,304	1,602	1,197	956	821	707	594	1,155
1994	410	465	705	2,983	2,370	1,662	1,227	988	856	755	601	1,191
1995	417	480	741	3,224	2,465	1,716	1,294	1,133	927	755	628	1,257
1996	420	538	740	3,168	2,442	1,774	1,304	1,092	912	798	663	1,266
1997	404	471	696	3,040	2,429	1,711	1,276	1,030	833	776	658	1,216

Note: Population estimates for historical years are periodically revised by the U.S. Census Bureau.

Table 7
Passenger Car Occupants Killed or Injured and Fatality and Injury Rates
per Registered Vehicle and Vehicle Miles of Travel, 1975-1997

Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million VMT
1975	94,478,029	1,030,376	25,929	27.44	2.5	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.4	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.4	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.5	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.5	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.5	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.4	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.0	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.9	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.9	*	*	*
1985	116,348,085	1,248,981	23,212	19.95	1.9	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	2.0	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.9	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.9	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.8	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.7	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.6	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.5	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.5	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.5	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.5	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.5	2,478,000	1,989	165
1997	124,672,920	1,527,634	21,989	17.64	1.4	2,378,000	1,907	156

* Injury data not available before 1988.

Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

Figure 4
Passenger Car Occupant Fatality and Injury Rates
per 100 Million Vehicle Miles Traveled, 1975-1997

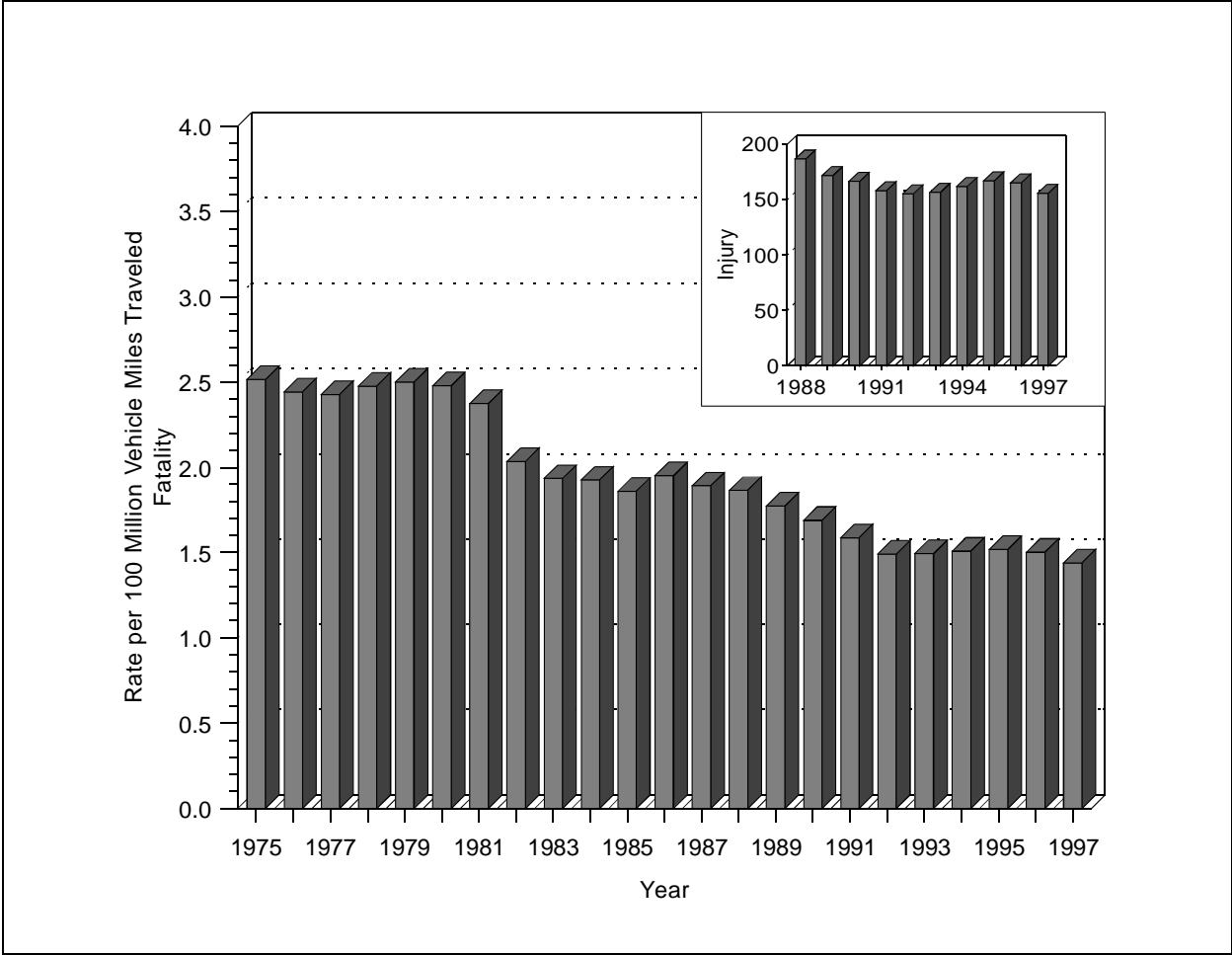


Table 8
Light Truck Occupants Killed or Injured and Fatality and Injury Rates
per Registered Vehicle and Vehicle Miles of Travel, 1975-1997

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million VMT	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million VMT
1975	20,886,680	204,274	4,856	23.25	2.4	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.3	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.3	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.3	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.4	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.5	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.3	*	*	*
1982	32,307,692	322,026	6,359	19.68	2.0	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.9	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.8	*	*	*
1985	37,665,180	388,778	6,689	17.76	1.7	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.8	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.8	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.7	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.6	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.5	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.4	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.3	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.3	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.3	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.3	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.3	768,000	1,174	98
1997	67,287,470	824,482	10,224	15.19	1.2	768,000	1,142	93

* Injury data not available before 1988.

Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

Figure 5
Light Truck Occupant Fatality and Injury Rates
per 100 Million Vehicle Miles Traveled, 1975-1997

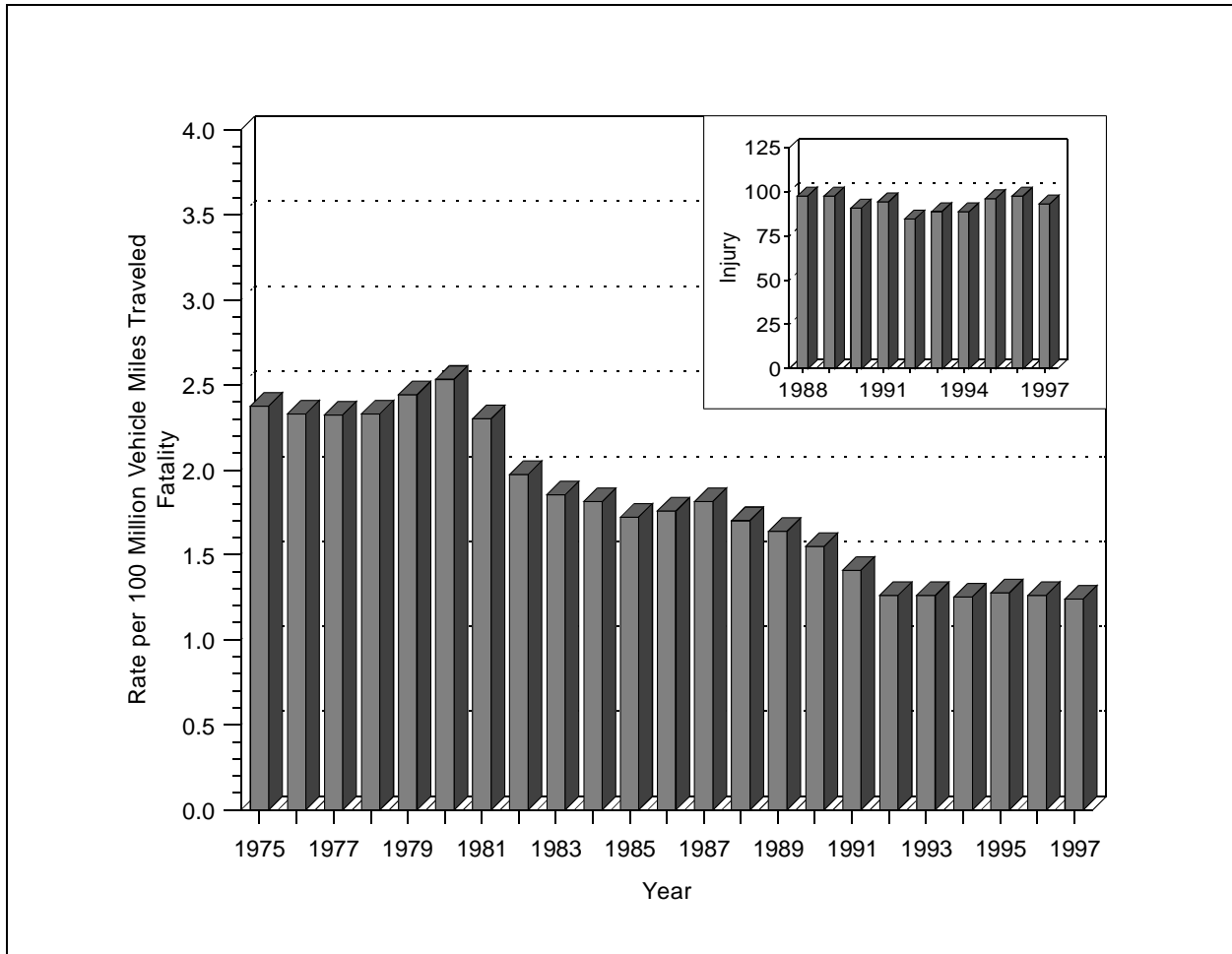


Table 9
Large Truck Occupants Killed or Injured and Fatality and Injury Rates
per Registered Vehicle and Vehicle Miles of Travel, 1975-1997

Year	Registered Large Trucks	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million VMT	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million VMT
1975	5,362,369	81,330	961	17.92	1.2	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.3	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.4	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.3	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.3	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.2	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.0	*	*	*
1982	5,590,415	111,423	944	16.89	0.8	*	*	*
1983	5,508,392	116,132	982	17.83	0.8	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.9	*	*	*
1985	5,996,337	123,504	977	16.29	0.8	*	*	*
1986	5,720,880	126,675	926	16.19	0.7	*	*	*
1987	5,718,266	133,517	852	14.90	0.6	*	*	*
1988	6,136,884	137,985	911	14.84	0.7	37,000	611	27
1989	6,226,482	142,749	858	13.78	0.6	43,000	687	30
1990	6,195,876	146,242	705	11.38	0.5	42,000	675	29
1991	6,172,146	149,543	661	10.71	0.4	28,000	454	19
1992	6,045,205	153,384	585	9.68	0.4	34,000	559	22
1993	6,088,155	159,888	605	9.94	0.4	32,000	527	20
1994	6,587,885	170,216	670	10.17	0.4	30,000	459	18
1995	6,719,421	178,156	648	9.64	0.4	30,000	452	17
1996	7,012,615	182,971	621	8.86	0.3	33,000	466	18
1997	7,083,326	191,345	717	10.12	0.4	31,000	442	16

* Injury data not available before 1988.

Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

Figure 6
Large Truck Occupant Fatality and Injury Rates
per 100 Million Vehicle Miles Traveled, 1975-1997

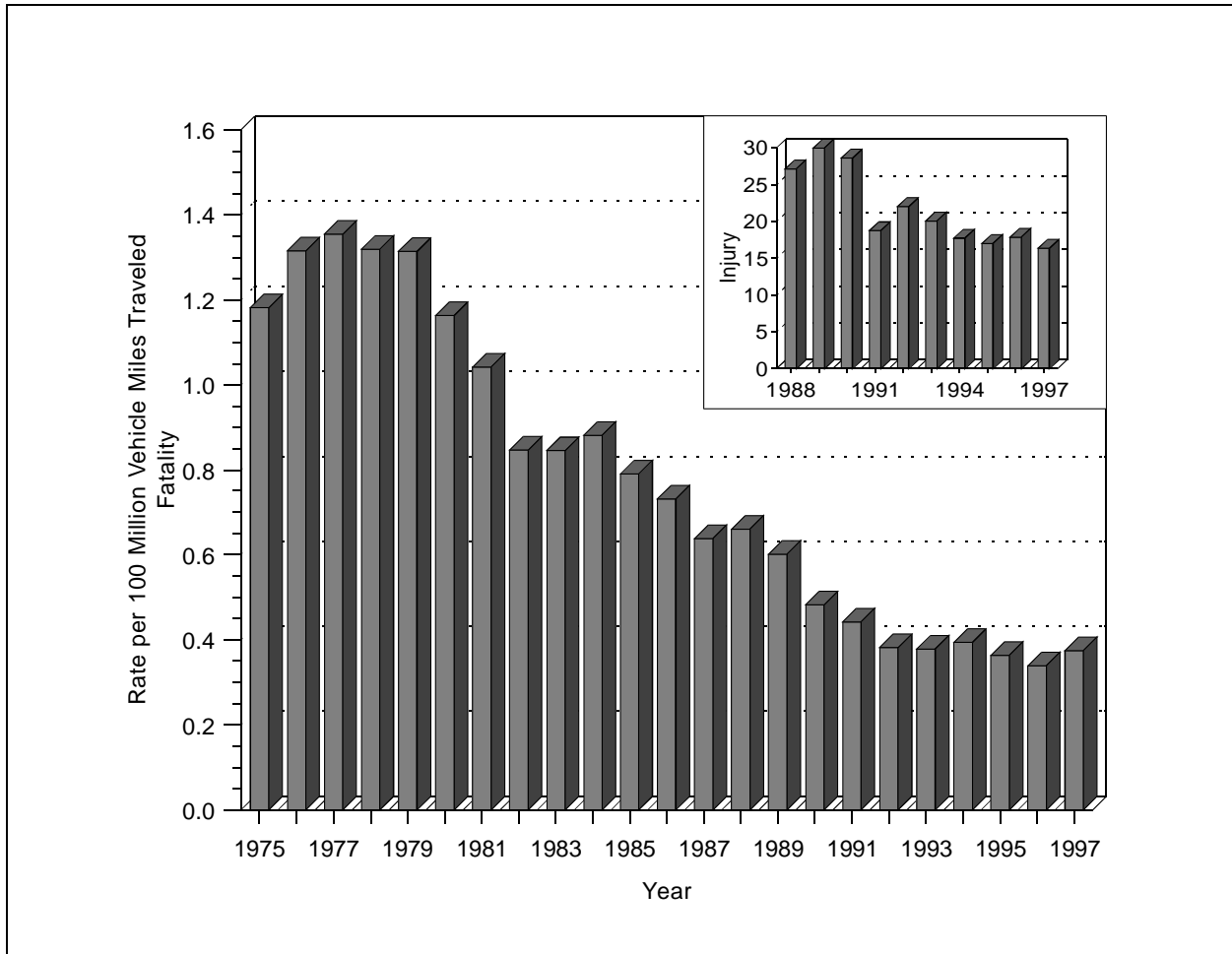


Table 10
Motorcycle Occupants Killed or Injured and Fatality and Injury Rates
per Registered Vehicle and Vehicle Miles of Travel, 1975-1997

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcycle Occupants Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million VMT	Motorcycle Occupants Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million VMT
1975	4,964,070	5,629	3,189	64.24	56.7	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.2	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.6	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.9	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.7	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.4	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.9	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.9	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.7	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.5	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.2	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.6	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.5	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.5	105,000	2,294	1,049
1989	4,420,420	10,371	3,141	71.06	30.3	83,000	1,887	805
1990	4,259,462	9,557	3,244	76.16	33.9	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.6	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.1	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.7	59,000	1,494	600
1994	3,756,555	10,240	2,320	61.76	22.7	57,000	1,528	561
1995	3,897,191	9,797	2,227	57.14	22.7	57,000	1,475	587
1996	3,871,599	9,920	2,161	55.82	21.8	56,000	1,439	562
1997	3,826,373	10,076	2,106	55.04	20.9	54,000	1,405	534

* Injury data not available before 1988.

Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

Figure 7
Motorcycle Occupant Fatality and Injury Rates
per 100 Million Vehicle Miles Traveled, 1975-1997

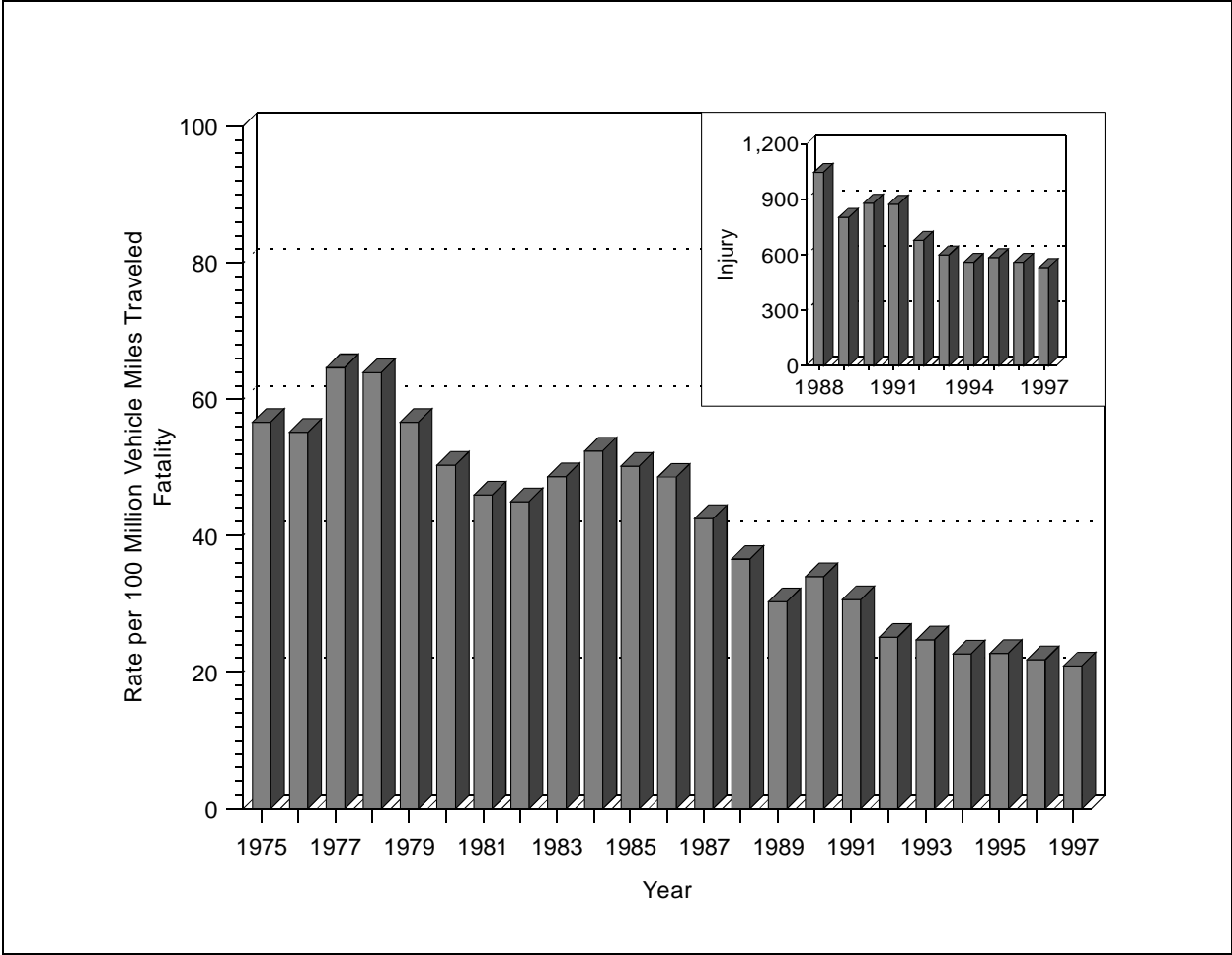


Table 11
Persons Killed or Injured in Crashes Involving a Large Truck,
by Person Type and Crash Type, 1975-1997

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonmotorists	
	Single Vehicle	Multiple Vehicle	Total			
Killed						
1975	643	318	961	3,106	416	4,483
1976	774	358	1,132	3,384	492	5,008
1977	884	403	1,287	3,925	511	5,723
1978	929	466	1,395	4,354	607	6,356
1979	967	465	1,432	4,615	655	6,702
1980	861	401	1,262	4,084	625	5,971
1981	785	348	1,133	4,126	547	5,806
1982	639	305	944	3,790	495	5,229
1983	676	306	982	3,941	568	5,491
1984	755	319	1,074	4,036	530	5,640
1985	634	343	977	4,227	530	5,734
1986	603	323	926	4,088	565	5,579
1987	571	281	852	4,194	552	5,598
1988	585	326	911	4,250	518	5,679
1989	550	308	858	4,142	490	5,490
1990	485	220	705	4,071	496	5,272
1991	448	213	661	3,705	455	4,821
1992	396	189	585	3,460	417	4,462
1993	389	216	605	3,855	396	4,856
1994	451	219	670	4,013	461	5,144
1995	425	223	648	3,846	424	4,918
1996	412	209	621	4,087	434	5,142
1997	496	221	717	4,189	449	5,355
Injured						
1988	17,000	20,000	37,000	89,000	4,000	130,000
1989	20,000	23,000	43,000	111,000	2,000	156,000
1990	16,000	26,000	42,000	106,000	2,000	150,000
1991	13,000	15,000	28,000	80,000	2,000	110,000
1992	13,000	20,000	34,000	102,000	3,000	139,000
1993	13,000	19,000	32,000	95,000	6,000	133,000
1994	11,000	19,000	30,000	99,000	3,000	133,000
1995	15,000	15,000	30,000	84,000	2,000	117,000
1996	15,000	18,000	33,000	95,000	3,000	130,000
1997	14,000	17,000	31,000	99,000	2,000	133,000

Table 12
Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-1997

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	3.99
1976	3.52	5.63	3.71	3.72	3.04	2.43	2.62	3.30	3.60	5.58	10.12	3.87
1977	2.99	5.35	3.68	3.98	3.18	2.68	2.66	3.20	4.05	5.80	10.57	3.97
1978	3.14	5.45	3.76	4.04	3.51	2.90	2.78	3.33	3.77	5.36	8.93	3.96
1979	2.87	5.16	3.68	4.51	4.01	3.14	2.99	3.34	3.68	5.50	9.17	4.08
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	4.03
1981	2.14	4.44	3.27	4.20	4.18	3.36	2.82	3.22	3.42	4.88	8.74	3.87
1982	2.15	3.89	3.07	4.11	4.27	3.06	3.00	3.05	3.05	4.45	7.41	3.58
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	3.31
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	3.38
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	3.27
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	3.27
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	3.23
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	3.24
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	3.04
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	2.99
1991	1.43	2.40	2.39	2.46	2.85	2.64	2.36	2.44	2.67	3.08	5.94	2.68
1992	1.29	2.24	2.07	2.21	2.20	2.38	2.39	2.42	2.56	3.09	5.43	2.50
1993	1.35	2.18	2.23	2.07	2.25	2.62	2.51	2.25	2.52	2.95	5.49	2.55
1994	1.31	2.18	2.09	2.02	2.22	2.33	2.46	2.35	2.41	2.82	5.53	2.46
1995	1.12	2.01	2.07	2.03	2.39	2.40	2.61	2.38	2.50	2.97	5.25	2.48
1996	1.22	1.87	1.93	1.98	2.37	2.17	2.49	2.40	2.63	2.94	4.79	2.40
1997	0.96	1.72	1.82	2.12	2.14	2.21	2.44	2.38	2.48	2.97	4.49	2.34
Injury Rate per 100,000 Population												
1988	35	178	195	116	117	74	45	38	35	25	45	79
1989	32	179	198	127	96	69	53	43	42	33	39	79
1990	34	139	181	128	109	76	52	37	26	29	38	75
1991	26	138	158	96	91	70	41	37	31	31	30	66
1992	33	119	165	93	98	57	45	35	29	30	27	63
1993	27	116	170	94	95	66	49	45	26	27	38	66
1994	24	112	151	120	88	59	47	36	33	24	29	63
1995	33	103	160	94	87	62	52	27	22	30	26	62
1996	31	91	156	88	80	57	38	36	26	26	22	57
1997	27	92	132	76	66	51	50	34	29	29	22	55

Table 13
Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-1997

Year	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total Number	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent		Number	Percent
1982	18,780	42.7	4,809	10.9	20,356	46.3	43,945	25,165	57.3
1983	18,943	44.5	4,472	10.5	19,174	45.0	42,589	23,646	55.5
1984	20,499	46.3	4,766	10.8	18,992	42.9	44,257	23,758	53.7
1985	21,109	48.2	4,604	10.5	18,111	41.3	43,825	22,716	51.8
1986	22,042	47.8	5,109	11.1	18,936	41.1	46,087	24,045	52.2
1987	22,749	49.0	5,112	11.0	18,529	39.9	46,390	23,641	51.0
1988	23,461	49.8	4,895	10.4	18,731	39.8	47,087	23,626	50.2
1989	23,178	50.8	4,541	10.0	17,863	39.2	45,582	22,404	49.2
1990	22,515	50.5	4,434	9.9	17,650	39.6	44,599	22,084	49.5
1991	21,621	52.1	3,957	9.5	15,930	38.4	41,508	19,887	47.9
1992	21,392	54.5	3,625	9.2	14,234	36.3	39,250	17,858	45.5
1993	22,677	56.5	3,496	8.7	13,977	34.8	40,150	17,473	43.5
1994	24,136	59.3	3,480	8.5	13,100	32.2	40,716	16,580	40.7
1995	24,570	58.8	3,746	9.0	13,501	32.3	41,817	17,247	41.2
1996	24,847	59.1	3,774	9.0	13,444	32.0	42,065	17,218	40.9
1997	25,778	61.4	3,485	8.3	12,704	30.3	41,967	16,189	38.6

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 8
Proportion of Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-1997

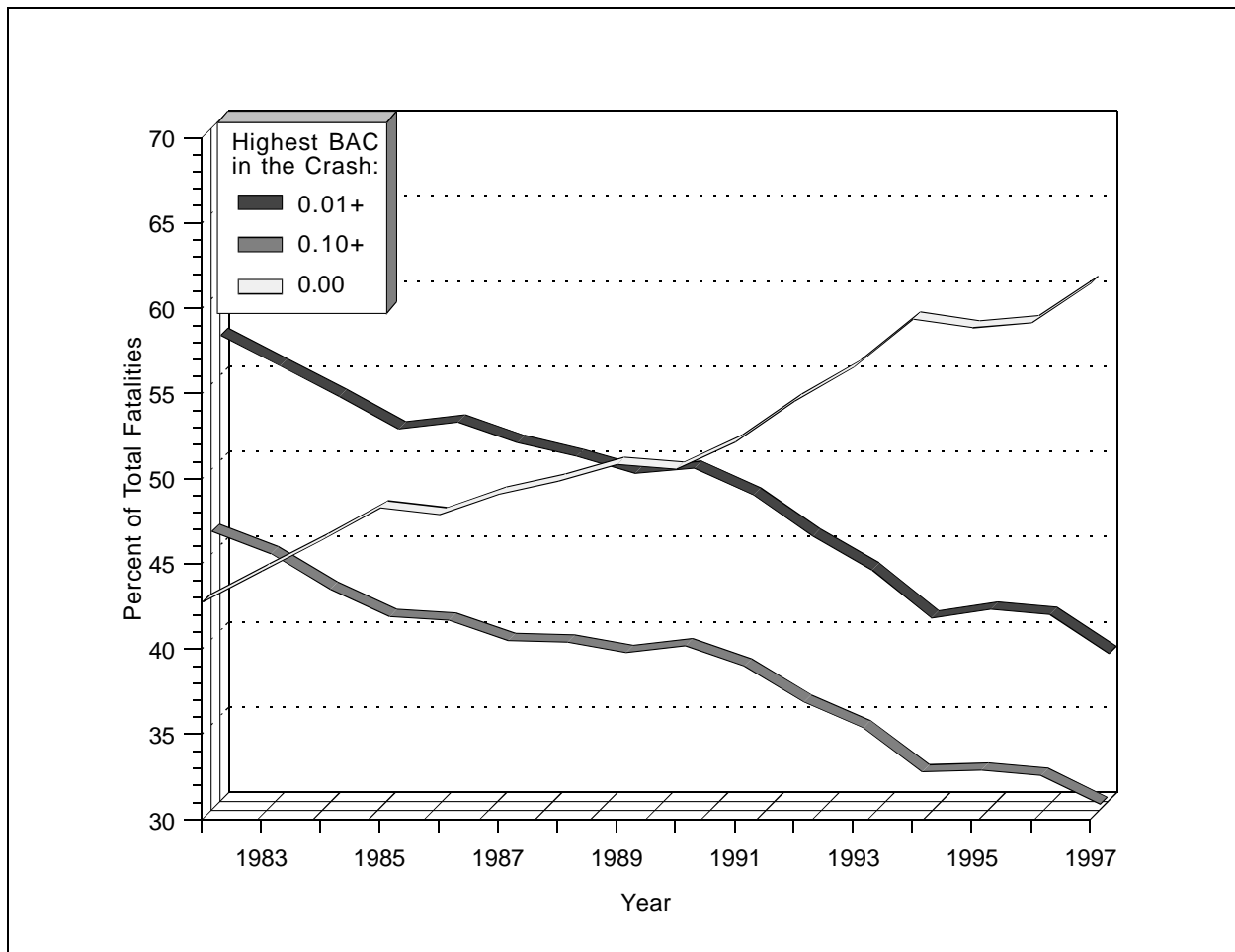


Table 14
Persons Killed During Holiday Periods, by Alcohol Involvement, 1982-1997

Year	Holiday Period*					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**
1982	***	***	498 (3)	68.1	600 (3)	70.0
1983	375 (3)	69.0	539 (3)	63.0	620 (3)	67.5
1984	346 (3)	69.1	527 (3)	67.0	223 (1)	64.8
1985	496 (4)	59.5	557 (3)	62.2	689 (4)	63.2
1986	223 (1)	65.5	616 (3)	62.6	611 (3)	67.5
1987	535 (4)	60.7	519 (3)	60.7	556 (3)	60.2
1988	407 (3)	63.1	531 (3)	61.6	631 (3)	62.9
1989	443 (3)	54.6	594 (3)	58.2	749 (4)	59.9
1990	421 (3)	56.7	589 (3)	61.7	268 (1)	64.8
1991	441 (4)	60.1	533 (3)	61.2	718 (4)	57.0
1992	164 (1)	73.6	438 (3)	57.3	535 (3)	55.8
1993	370 (3)	57.5	454 (3)	51.7	525 (3)	54.3
1994	372 (3)	54.5	482 (3)	48.2	519 (3)	49.2
1995	392 (3)	47.8	483 (3)	51.9	661 (4)	48.9
1996	420 (3)	52.3	514 (3)	52.0	629 (4)	46.8
1997	192 (1)	67.1	513 (3)	46.6	508 (3)	49.7
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	68.1	601 (4)	62.0	458 (3)	64.8
1983	636 (3)	69.6	533 (4)	58.6	353 (3)	59.8
1984	609 (3)	65.9	559 (4)	59.7	643 (4)	66.4
1985	605 (3)	63.7	566 (4)	56.6	152 (1)	65.9
1986	663 (3)	64.0	598 (4)	58.6	508 (4)	59.0
1987	630 (3)	63.4	659 (4)	55.6	409 (3)	57.2
1988	592 (3)	63.6	601 (4)	58.1	511 (3)	60.1
1989	589 (3)	60.0	561 (4)	56.8	553 (3)	61.1
1990	599 (3)	65.9	563 (4)	54.5	567 (4)	51.2
1991	577 (3)	55.6	546 (4)	52.2	135 (1)	50.2
1992	460 (3)	54.5	403 (4)	57.1	410 (3)	50.2
1993	522 (3)	57.8	570 (4)	47.2	402 (3)	54.4
1994	494 (3)	55.0	575 (4)	47.3	455 (3)	48.8
1995	511 (3)	48.7	527 (4)	52.2	358 (3)	46.8
1996	525 (3)	51.6	588 (4)	46.1	167 (1)	53.7
1997	507 (3)	50.1	570 (4)	40.5	478 (4)	43.5

* The number of whole days in the holiday period is shown in parentheses. The length of the holiday period depends on the day on which the legal holiday falls, as follows:

- If the holiday falls on *Monday*, the holiday period is from 6:00 pm Friday to 5:59 am Tuesday.
- If the holiday falls on *Tuesday*, the holiday period is from 6:00 pm Friday to 5:59 am Wednesday.
- If the holiday falls on *Wednesday*, the holiday period is from 6:00 pm Tuesday to 5:59 am Thursday.
- If the holiday falls on *Thursday*, the holiday period is from 6:00 pm Wednesday to 5:59 am Monday.
- If the holiday falls on *Friday*, the holiday period is from 6:00 pm Thursday to 5:59 am Monday.

** Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

*** No data available.

Table 15
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-1997

Year	Day*			Night*			Total Drivers		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.10+		BAC = 0.01+	BAC = 0.10+		BAC = 0.01+	BAC = 0.10+
1982	23,725	17.4	12.1	32,085	54.6	43.0	56,029	38.9	30.0
1983	24,381	16.7	11.7	30,037	54.2	42.8	54,656	37.5	29.0
1984	26,415	15.7	10.7	30,775	53.0	41.3	57,512	36.0	27.3
1985	27,578	14.8	10.1	30,008	51.0	39.9	57,883	33.8	25.7
1986	28,434	14.9	10.1	31,543	51.5	39.6	60,335	34.3	25.8
1987	29,227	14.5	9.9	31,854	50.1	38.5	61,442	33.2	25.0
1988	30,196	14.1	9.6	31,715	50.3	39.1	62,253	32.8	24.9
1989	29,953	13.6	9.3	30,170	49.4	38.8	60,435	31.7	24.2
1990	28,797	13.6	9.3	29,778	49.7	39.2	58,893	32.1	24.7
1991	26,829	12.6	8.7	27,249	48.8	38.4	54,391	31.1	23.9
1992	26,236	11.7	7.9	25,380	46.2	36.4	51,901	28.9	22.1
1993	27,770	10.8	7.4	25,355	45.0	35.5	53,401	27.3	21.0
1994	29,134	10.2	7.0	25,112	42.4	33.3	54,549	25.3	19.3
1995	30,066	10.5	7.1	25,755	42.3	33.0	56,164	25.4	19.2
1996	30,802	10.2	6.8	25,864	42.1	32.5	57,001	25.0	18.8
1997	30,929	9.6	6.3	25,336	40.5	31.5	56,602	23.7	17.8

* Day = 6:00 AM - 5:59 PM. Night = 6:00 PM - 5:59 AM. Total includes drivers with time of day unknown.
 Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 16
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-1997

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.10+		BAC = 0.01+	BAC = 0.10+
1982	44,370	41.8	32.4	10,675	25.7	18.9
1983	42,812	40.5	31.4	10,958	24.8	18.5
1984	44,723	38.8	29.6	11,907	23.6	17.1
1985	44,846	36.7	28.2	12,142	21.8	15.5
1986	46,653	37.6	28.5	12,744	20.9	14.8
1987	46,884	36.4	27.6	13,614	21.0	15.0
1988	47,402	36.2	27.7	13,951	20.3	14.6
1989	45,448	35.0	27.0	14,054	19.8	14.4
1990	44,281	35.7	27.7	13,726	19.2	13.8
1991	40,731	34.5	26.8	12,825	19.0	13.6
1992	38,598	32.2	24.9	12,596	17.8	12.8
1993	39,556	30.5	23.7	13,082	16.5	12.0
1994	40,233	28.5	22.0	13,567	15.2	11.0
1995	41,235	28.5	21.7	14,184	15.5	11.1
1996	41,376	28.2	21.4	14,850	15.5	11.1
1997	40,658	26.6	20.3	14,846	14.5	10.3

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 17
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-1997

Year	Passenger Car			Light Truck			Large Truck			Motorcycle		
	Total	Percent		Total	Percent		Total	Percent		Total	Percent	
		BAC= 0.01+	BAC= 0.10+		BAC= 0.01+	BAC= 0.10+		BAC= 0.01+	BAC= 0.10+		BAC= 0.01+	BAC= 0.10+
1982	34,121	39.9	30.6	11,199	43.4	34.7	4,582	8.0	4.3	4,490	53.5	40.5
1983	33,069	38.6	29.7	11,017	41.5	33.3	4,790	7.7	4.5	4,288	54.2	40.8
1984	34,395	36.4	27.6	11,866	39.3	30.6	5,056	7.6	4.3	4,650	53.6	40.2
1985	34,071	34.5	26.1	12,372	36.3	28.7	5,091	6.1	3.6	4,598	52.8	39.3
1986	35,959	34.7	25.8	13,208	37.1	29.4	5,015	5.4	2.9	4,558	54.4	40.9
1987	36,371	33.7	25.1	14,407	36.8	28.7	5,046	4.4	2.7	4,061	51.3	38.2
1988	36,769	33.3	25.0	15,167	37.0	29.4	5,141	4.8	2.8	3,704	49.9	36.3
1989	35,204	31.8	24.0	15,579	35.4	28.2	4,903	5.3	2.7	3,182	52.5	39.7
1990	33,893	32.0	24.3	15,501	36.1	28.8	4,709	5.0	2.3	3,269	52.1	39.3
1991	31,102	30.6	23.4	14,702	35.6	28.2	4,291	4.4	2.0	2,816	51.0	38.6
1992	29,670	29.0	21.9	14,540	32.6	25.8	3,980	3.1	1.5	2,435	47.8	35.6
1993	30,060	27.3	20.7	15,207	31.1	24.7	4,271	3.3	1.6	2,471	44.0	32.8
1994	30,103	25.6	19.4	16,235	29.0	22.8	4,592	2.8	1.4	2,330	40.3	29.0
1995	30,773	25.7	19.2	17,483	28.3	22.2	4,410	3.1	1.4	2,262	40.7	29.2
1996	30,595	25.6	18.8	18,118	27.8	21.9	4,703	2.6	1.4	2,175	42.2	30.2
1997	29,589	24.3	18.2	18,414	26.0	20.2	4,815	2.1	1.1	2,146	39.0	27.9

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 9
Proportion of Drivers Involved in Fatal Crashes with BAC = 0.10+ by Vehicle Type, 1982-1997

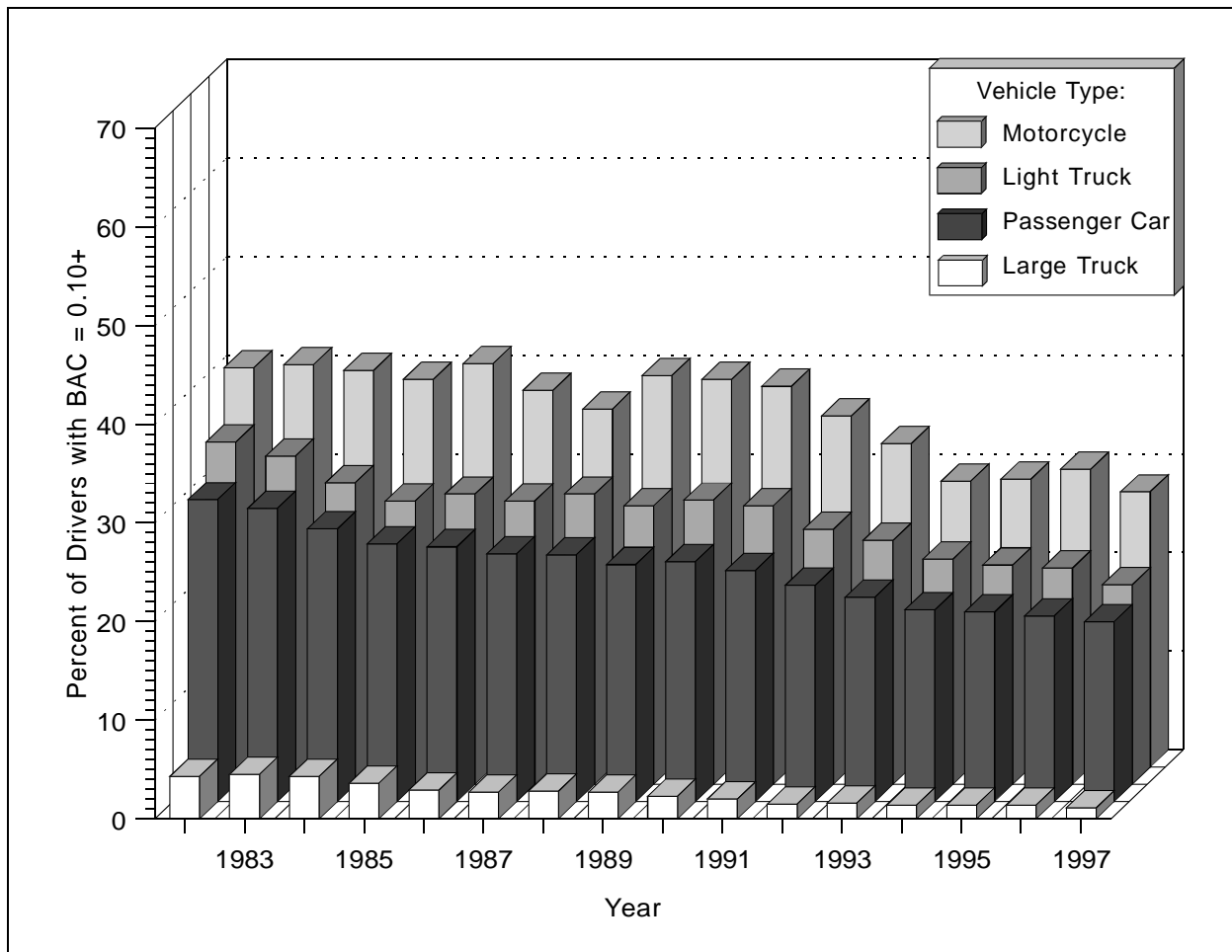


Figure 10
Proportion of Drivers in Fatal Crashes with BAC = 0.10+ by Age, 1982-1997

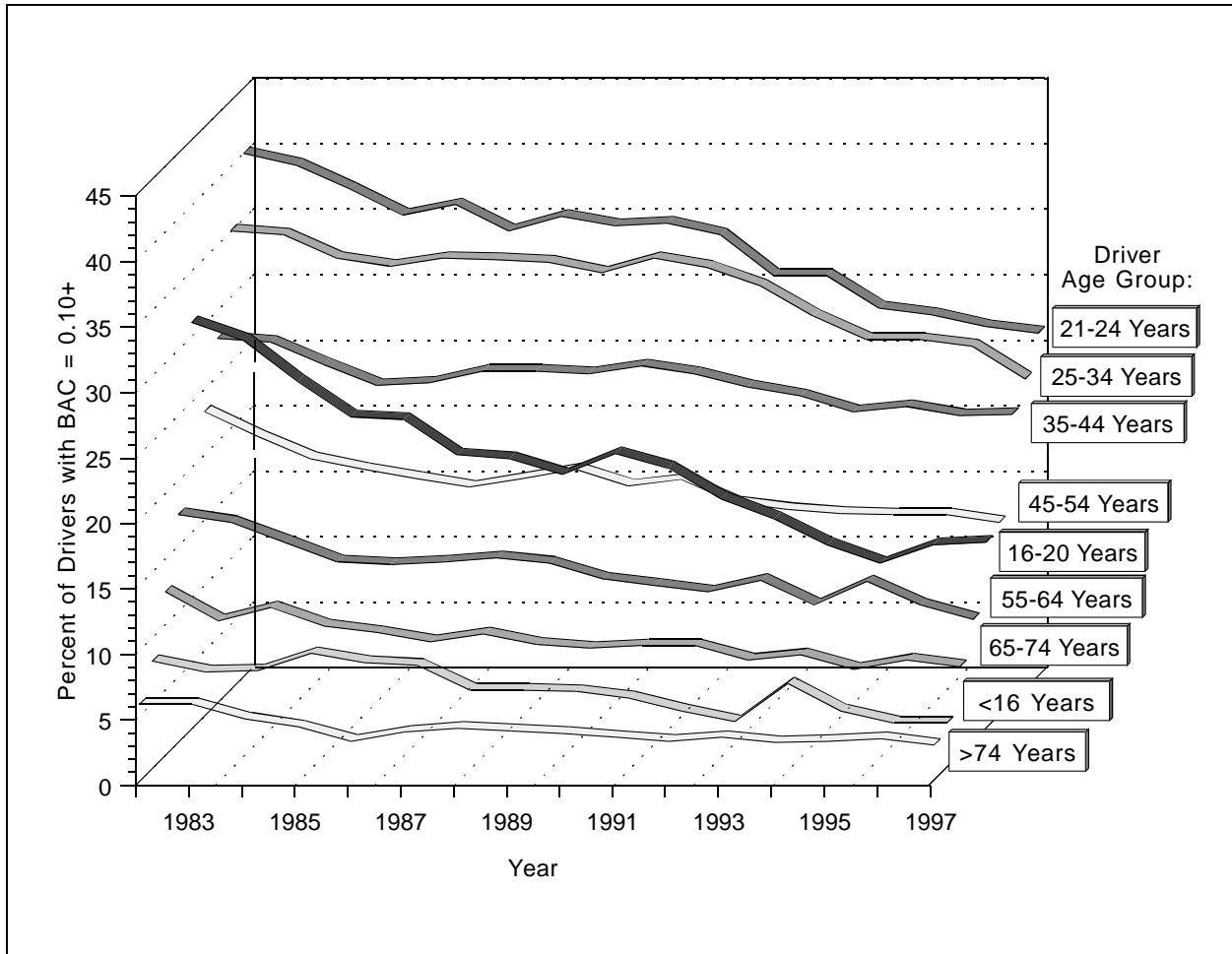


Table 19
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-1997

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total
1982	22,674	2,698	5,967	31,339	11,576	2,289	10,825	24,690	34,250	4,987	16,793	56,029
1983	22,426	2,512	5,581	30,518	11,720	2,165	10,253	24,138	34,145	4,677	15,834	54,656
1984	23,888	2,587	5,448	31,923	12,943	2,365	10,281	25,589	36,831	4,952	15,729	57,512
1985	25,106	2,350	5,089	32,546	13,215	2,317	9,805	25,337	38,321	4,668	14,894	57,883
1986	25,835	2,626	5,244	33,705	13,798	2,514	10,317	26,630	39,633	5,140	15,560	60,335
1987	26,727	2,657	5,224	34,609	14,322	2,403	10,108	26,833	41,049	5,060	15,332	61,442
1988	27,306	2,562	5,132	35,000	14,507	2,395	10,351	27,253	41,813	4,957	15,483	62,253
1989	26,903	2,317	4,826	34,046	14,367	2,194	9,828	26,389	41,271	4,511	14,654	60,435
1990	26,054	2,329	4,761	33,143	13,924	2,050	9,776	25,750	39,978	4,378	14,537	58,893
1991	24,172	2,060	4,229	30,461	13,328	1,852	8,749	23,930	37,500	3,913	12,978	54,391
1992	23,762	1,827	3,728	29,317	13,158	1,697	7,729	22,584	36,919	3,524	11,457	51,901
1993	24,874	1,753	3,632	30,259	13,944	1,616	7,582	23,142	38,818	3,369	11,214	53,401
1994	25,916	1,710	3,233	30,858	14,826	1,580	7,285	23,691	40,741	3,290	10,518	54,549
1995	26,753	1,745	3,277	31,774	15,143	1,722	7,525	24,390	41,895	3,467	10,802	56,164
1996	27,326	1,829	3,313	32,467	15,443	1,716	7,375	24,534	42,768	3,545	10,688	57,001
1997	27,170	1,712	3,076	31,958	16,039	1,601	7,003	24,644	43,209	3,313	10,080	56,602

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 20
Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-1997

Year	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,266	53.1	482	7.8	2,406	39.1	6,154	100.0
1983	3,049	53.4	455	8.0	2,206	38.6	5,710	100.0
1984	3,234	54.8	430	7.3	2,242	38.0	5,907	100.0
1985	3,120	54.7	478	8.4	2,104	36.9	5,702	100.0
1986	3,171	55.6	465	8.2	2,066	36.2	5,702	100.0
1987	3,226	56.4	462	8.1	2,027	35.5	5,715	100.0
1988	3,372	57.9	426	7.3	2,026	34.8	5,825	100.0
1989	3,176	56.1	449	7.9	2,033	35.9	5,658	100.0
1990	3,204	57.3	385	6.9	2,006	35.9	5,595	100.0
1991	2,872	57.4	333	6.7	1,800	36.0	5,005	100.0
1992	2,734	56.8	335	7.0	1,743	36.2	4,812	100.0
1993	2,819	58.0	309	6.4	1,732	35.6	4,860	100.0
1994	2,791	58.9	350	7.4	1,595	33.7	4,737	100.0
1995	2,895	59.1	331	6.8	1,670	34.1	4,896	100.0
1996	2,762	57.8	324	6.8	1,691	35.4	4,777	100.0
1997	2,900	62.1	263	5.6	1,509	32.3	4,671	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 21
Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity
and Restraint Use, 1975-1997

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,583	5.6	29,710	64.3	13,931	30.1	46,224	100.0
1976	2,062	4.5	29,905	64.7	14,239	30.8	46,206	100.0
1977	1,897	3.9	33,011	67.3	14,154	28.8	49,062	100.0
1978	1,882	3.6	37,606	72.3	12,510	24.1	51,998	100.0
1979	1,680	3.2	38,326	73.5	12,123	23.3	52,129	100.0
1980	1,482	2.9	37,889	73.8	11,935	23.3	51,306	100.0
1981	1,488	2.9	38,353	75.6	10,905	21.5	50,746	100.0
1982	1,515	3.3	33,793	74.6	10,012	22.1	45,320	100.0
1983	1,835	4.2	32,332	73.3	9,919	22.5	44,086	100.0
1984	2,756	6.0	32,979	71.3	10,526	22.8	46,261	100.0
1985	6,172	13.3	29,705	64.0	10,566	22.8	46,443	100.0
1986	10,891	22.2	28,778	58.5	9,498	19.3	49,167	100.0
1987	14,474	28.5	28,154	55.4	8,150	16.1	50,778	100.0
1988	16,948	32.6	28,146	54.2	6,842	13.2	51,936	100.0
1989	17,545	34.5	26,764	52.7	6,474	12.7	50,783	100.0
1990	18,340	37.1	24,706	50.0	6,348	12.9	49,394	100.0
1991	18,457	40.3	21,843	47.7	5,504	12.0	45,804	100.0
1992	19,106	43.2	19,836	44.9	5,268	11.9	44,210	100.0
1993	20,932	46.2	19,139	42.3	5,196	11.5	45,267	100.0
1994	22,763	49.1	18,946	40.9	4,629	10.0	46,338	100.0
1995	24,165	50.1	19,428	40.3	4,663	9.7	48,256	100.0
1996	25,207	51.7	18,759	38.5	4,747	9.7	48,713	100.0
1997	25,126	52.3	18,150	37.8	4,727	9.8	48,003	100.0
Drivers in Injury Crashes								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	3,724,000	100.0
1989	2,267,000	62.8	749,000	20.8	592,000	16.4	3,607,000	100.0
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	3,556,000	100.0
1991	2,308,000	68.0	581,000	17.1	505,000	14.9	3,394,000	100.0
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	3,386,000	100.0
1993	2,557,000	73.8	435,000	12.6	475,000	13.7	3,467,000	100.0
1994	2,856,000	77.4	418,000	11.3	416,000	11.3	3,690,000	100.0
1995	3,118,000	79.3	388,000	9.9	425,000	10.8	3,931,000	100.0
1996	3,169,000	79.6	369,000	9.3	443,000	11.1	3,981,000	100.0
1997	3,070,000	79.5	345,000	8.9	446,000	11.6	3,862,000	100.0
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	7,481,000	100.0
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	7,237,000	100.0
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	7,094,000	100.0
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	6,718,000	100.0
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	6,523,000	100.0
1993	4,986,000	75.0	451,000	6.8	1,209,000	18.2	6,646,000	100.0
1994	5,534,000	77.7	392,000	5.5	1,198,000	16.8	7,124,000	100.0
1995	5,914,000	79.3	356,000	4.8	1,184,000	15.9	7,454,000	100.0
1996	6,057,000	79.5	332,000	4.4	1,234,000	16.2	7,623,000	100.0
1997	6,027,000	79.5	317,000	4.2	1,236,000	16.3	7,580,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

Table 22
Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-1997

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
1975	986	3.2	21,076	68.5	8,723	28.3	30,785	100.0
1976	796	2.5	21,979	69.5	8,829	27.9	31,604	100.0
1977	778	2.4	23,593	72.0	8,387	25.6	32,758	100.0
1978	784	2.2	26,671	76.4	7,443	21.3	34,898	100.0
1979	683	2.0	27,130	77.5	7,173	20.5	34,986	100.0
1980	671	1.9	27,483	78.7	6,781	19.4	34,935	100.0
1981	649	1.9	26,974	80.0	6,103	18.1	33,726	100.0
1982	679	2.3	23,558	79.3	5,452	18.4	29,689	100.0
1983	827	2.8	23,080	79.1	5,274	18.1	29,181	100.0
1984	1,208	4.0	23,299	77.4	5,609	18.6	30,116	100.0
1985	2,391	8.0	22,131	74.0	5,379	18.0	29,901	100.0
1986	4,074	12.6	23,420	72.6	4,767	14.8	32,261	100.0
1987	5,249	15.8	23,799	71.7	4,142	12.5	33,190	100.0
1988	6,210	18.2	24,359	71.4	3,545	10.4	34,114	100.0
1989	6,546	19.5	23,613	70.2	3,455	10.3	33,614	100.0
1990	6,775	20.7	22,547	69.0	3,371	10.3	32,693	100.0
1991	7,332	23.8	20,488	66.6	2,956	9.6	30,776	100.0
1992	7,699	26.1	19,053	64.6	2,733	9.3	29,485	100.0
1993	8,679	28.9	18,553	61.7	2,845	9.5	30,077	100.0
1994	9,620	31.1	18,658	60.4	2,623	8.5	30,901	100.0
1995	10,115	31.6	19,167	59.9	2,709	8.5	31,991	100.0
1996	10,683	32.9	18,881	58.2	2,873	8.9	32,437	100.0
1997	10,887	33.8	18,551	57.6	2,775	8.6	32,213	100.0
Occupants Injured								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	3,063,000	100.0
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	2,942,000	100.0
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	2,882,000	100.0
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	2,797,000	100.0
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	2,776,000	100.0
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	2,866,000	100.0
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	2,995,000	100.0
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	3,192,000	100.0
1996	2,490,000	76.7	524,000	16.2	232,000	7.1	3,247,000	100.0
1997	2,412,000	76.7	482,000	15.3	252,000	8.0	3,146,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

Chapter 2 ♦ Crashes

2. CRASHES

This chapter presents statistics about motor vehicle crashes according to the most severe injury in the crash: **Fatal**, **Nonfatal Injury** (Injury), and **Property Damage**. The tables and figures are presented in four groups: Time, Location, Circumstances, and Alcohol. Below are some of the crash statistics you will find in this section:

- More than 6.7 million police-reported motor vehicle crashes occurred in the United States in 1997. Almost one-third of these crashes resulted in an injury, with less than 1 percent of total crashes (37,280) resulting in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 1997, with 1,190 and 1,196 fatal crashes, respectively.
- Fifty-six percent of fatal crashes involved only one vehicle, compared to 28 percent of both injury crashes and property-damage-only crashes.
- More than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 22 percent of property-damage-only crashes occurred on these roads.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 18 percent of all crashes, but they accounted for 40 percent of fatal crashes.
- Thirty-nine percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 75 percent involved alcohol.

Table 23
Crashes and Crash Rates by Month and Crash Severity

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,855	1.5	188,000	100	433,000	230	624,000	331
February	2,499	1.4	156,000	85	349,000	191	507,000	278
March	2,763	1.3	182,000	86	347,000	165	532,000	253
April	2,826	1.4	172,000	83	362,000	174	536,000	258
May	3,352	1.5	191,000	86	369,000	166	564,000	254
June	3,233	1.5	188,000	86	355,000	161	546,000	248
July	3,386	1.5	181,000	78	354,000	153	538,000	233
August	3,537	1.5	189,000	82	365,000	158	557,000	241
September	3,088	1.5	178,000	84	351,000	167	532,000	253
October	3,373	1.5	191,000	87	416,000	190	610,000	279
November	3,165	1.6	179,000	89	408,000	202	590,000	293
December	3,203	1.5	192,000	92	434,000	209	629,000	303
Total	37,280	1.5	2,185,000	86	4,542,000	179	6,764,000	267

* Crashes per 100 million vehicle miles traveled.
 Source: Vehicle miles traveled, Federal Highway Administration.

Table 24
Crashes by Time of Day, Day of Week, and Crash Severity

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 3 am	1,196	407	344	403	444	582	1,190	4,566
3 am to 6 am	646	255	250	257	296	311	655	2,670
6 am to 9 am	411	570	550	575	570	579	451	3,706
9 am to Noon	431	550	489	524	500	606	586	3,686
Noon to 3 pm	697	620	650	714	685	796	798	4,960
3 pm to 6 pm	869	854	844	869	862	959	921	6,178
6 pm to 9 pm	907	699	695	787	762	1,003	1,058	5,911
9 pm to Midnight	644	528	560	690	700	1,138	1,007	5,267
Unknown	78	30	34	30	40	44	63	336
Total*	5,879	4,513	4,416	4,849	4,859	6,018	6,729	37,280
Injury Crashes								
Midnight to 3 am	31,000	11,000	8,000	8,000	12,000	16,000	30,000	116,000
3 am to 6 am	13,000	8,000	5,000	6,000	7,000	9,000	15,000	63,000
6 am to 9 am	14,000	42,000	46,000	48,000	46,000	41,000	20,000	258,000
9 am to Noon	25,000	39,000	41,000	41,000	39,000	45,000	47,000	276,000
Noon to 3 pm	46,000	61,000	54,000	60,000	57,000	71,000	62,000	410,000
3 pm to 6 pm	43,000	86,000	86,000	90,000	81,000	96,000	59,000	541,000
6 pm to 9 pm	42,000	47,000	42,000	49,000	48,000	57,000	44,000	330,000
9 pm to Midnight	22,000	19,000	22,000	23,000	27,000	39,000	40,000	191,000
Total	236,000	312,000	304,000	326,000	318,000	373,000	317,000	2,185,000
Property-Damage-Only Crashes								
Midnight to 3 am	48,000	16,000	18,000	22,000	23,000	25,000	54,000	205,000
3 am to 6 am	26,000	15,000	13,000	16,000	19,000	19,000	28,000	136,000
6 am to 9 am	22,000	96,000	113,000	103,000	105,000	95,000	43,000	577,000
9 am to Noon	50,000	92,000	85,000	87,000	86,000	111,000	100,000	612,000
Noon to 3 pm	81,000	128,000	126,000	140,000	124,000	144,000	118,000	862,000
3 pm to 6 pm	84,000	165,000	165,000	186,000	181,000	221,000	106,000	1,109,000
6 pm to 9 pm	80,000	88,000	87,000	98,000	93,000	117,000	88,000	650,000
9 pm to Midnight	48,000	42,000	40,000	51,000	51,000	90,000	69,000	391,000
Total	439,000	642,000	648,000	701,000	683,000	823,000	607,000	4,542,000
All Crashes								
Midnight to 3 am	80,000	27,000	26,000	30,000	35,000	41,000	85,000	325,000
3 am to 6 am	39,000	24,000	19,000	22,000	26,000	28,000	44,000	202,000
6 am to 9 am	37,000	139,000	160,000	152,000	152,000	136,000	64,000	839,000
9 am to Noon	75,000	132,000	127,000	128,000	126,000	156,000	147,000	891,000
Noon to 3 pm	128,000	189,000	181,000	201,000	181,000	216,000	181,000	1,277,000
3 pm to 6 pm	128,000	252,000	251,000	277,000	263,000	319,000	166,000	1,657,000
6 pm to 9 pm	122,000	136,000	130,000	147,000	142,000	175,000	133,000	985,000
9 pm to Midnight	71,000	61,000	62,000	74,000	79,000	130,000	109,000	587,000
Total	681,000	959,000	956,000	1,031,000	1,005,000	1,202,000	930,000	6,764,000

* Includes 17 fatal crashes that occurred on unknown days.

Figure 11
Average Fatal Crashes per Hour by Time of Day, Weekdays and Weekends

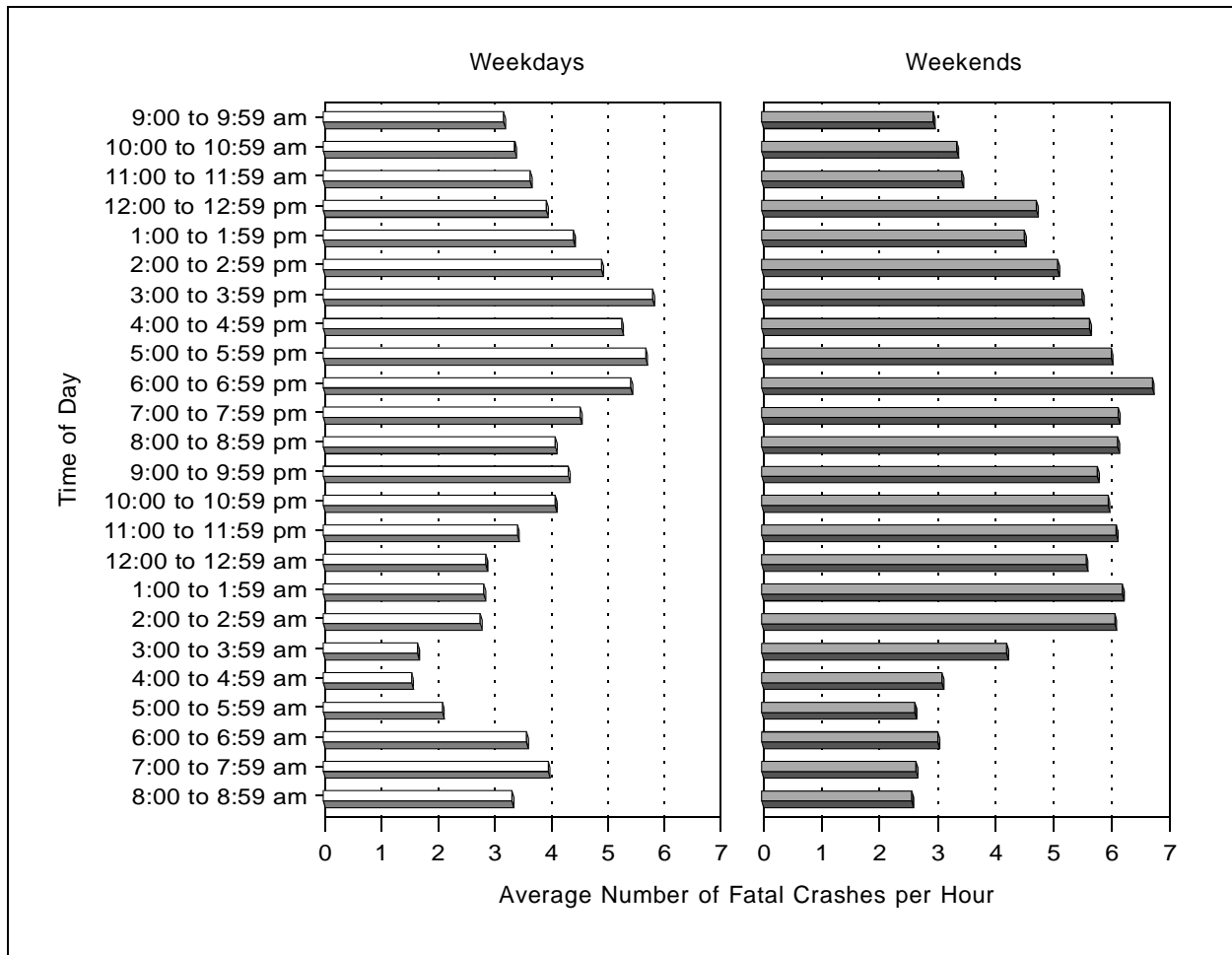


Table 25
Crashes by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
Fatal Crashes					
Normal	16,393	4,991	9,308	1,296	32,034
Rain	1,575	580	923	168	3,251
Snow/Sleet	455	103	303	51	914
Other	160	74	317	52	604
Unknown	70	18	67	4	477
Total*	18,653	5,766	10,918	1,571	37,280
Injury Crashes					
Normal	1,299,000	276,000	187,000	65,000	1,827,000
Rain	179,000	55,000	32,000	15,000	281,000
Snow/Sleet	34,000	12,000	13,000	3,000	62,000
Other	6,000	4,000	4,000	1,000	15,000
Total	1,518,000	346,000	236,000	84,000	2,185,000
Property-Damage-Only Crashes					
Normal	2,643,000	526,000	424,000	142,000	3,734,000
Rain	381,000	98,000	72,000	30,000	582,000
Snow/Sleet	102,000	39,000	43,000	10,000	194,000
Other	17,000	3,000	7,000	4,000	31,000
Total	3,144,000	666,000	546,000	186,000	4,542,000
All Crashes					
Normal	3,959,000	807,000	620,000	208,000	5,594,000
Rain	562,000	154,000	106,000	45,000	866,000
Snow/Sleet	137,000	51,000	56,000	13,000	257,000
Other	23,000	7,000	11,000	5,000	47,000
Total	4,681,000	1,018,000	793,000	271,000	6,764,000

* Includes 372 fatal crashes that occurred under unknown light conditions.

Table 26
Fatal Crashes by Emergency Medical Services (EMS) Response Times Within
Designated Minutes and by Land Use

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Rural Fatal Crashes								
0 to 10	11,237	80.6	8,004	56.1	201	2.9	28	0.4
11 to 20	1,924	13.8	4,957	34.8	1,533	21.9	195	2.9
21 to 30	398	2.9	902	6.3	1,590	22.7	783	11.5
31 to 40	122	0.9	229	1.6	1,354	19.3	1,348	19.8
41 to 50	83	0.6	89	0.6	900	12.8	1,448	21.2
51 to 60	68	0.5	37	0.3	609	8.7	1,005	14.7
61 to 120	112	0.8	44	0.3	828	11.8	2,017	29.6
Total*	13,944	100.0	14,262	100.0	7,015	100.0	6,824	100.0
Urban Fatal Crashes								
0 to 10	7,368	93.7	6,871	89.3	321	7.5	67	1.6
11 to 20	357	4.5	720	9.4	1,450	34.0	617	14.5
21 to 30	72	0.9	64	0.8	1,331	31.2	1,340	31.5
31 to 40	27	0.3	23	0.3	610	14.3	1,046	24.6
41 to 50	10	0.1	3	**	272	6.4	588	13.8
51 to 60	11	0.1	3	**	123	2.9	274	6.4
61 to 120	20	0.3	6	0.1	162	3.8	319	7.5
Total*	7,865	100.0	7,690	100.0	4,269	100.0	4,251	100.0

* Includes crashes for which both times were known.

** Less than 0.05 percent.

Table 27
Crashes by Crash Type, Relation to Roadway, and Crash Severity

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
Fatal Crashes						
Single Vehicle	6,692	11,126	1,670	933	371	20,792
Multiple Vehicle	15,739	259	221	141	128	16,488
Total	22,431	11,385	1,891	1,074	499	37,280
Injury Crashes						
Single Vehicle	171,000	356,000	37,000	41,000	5,000	610,000
Multiple Vehicle	1,558,000	10,000	4,000	3,000	*	1,575,000
Total	1,729,000	365,000	41,000	44,000	5,000	2,185,000
Property-Damage-Only Crashes						
Single Vehicle	322,000	582,000	317,000	68,000	17,000	1,305,000
Multiple Vehicle	3,217,000	10,000	5,000	3,000	1,000	3,237,000
Total	3,539,000	592,000	322,000	71,000	17,000	4,542,000
All Crashes						
Single Vehicle	500,000	949,000	356,000	109,000	22,000	1,936,000
Multiple Vehicle	4,791,000	20,000	9,000	7,000	1,000	4,828,000
Total	5,291,000	969,000	365,000	116,000	23,000	6,764,000

* Less than 500.

Table 28
Crashes by Relation to Junction, Traffic Control Device, and Crash Severity

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
Fatal Crashes					
Nonjunction	25,054	97	192	1,302	26,645
Junction:					
Intersection	1,875	2,344	2,898	218	7,335
Intersection Related	574	415	197	50	1,236
Other/Unknown	1,276	44	57	687	2,064
Total	28,779	2,900	3,344	2,257	37,280
Injury Crashes					
Nonjunction	871,000	4,000	1,000	38,000	914,000
Junction:					
Intersection	163,000	324,000	221,000	18,000	726,000
Intersection Related	83,000	142,000	33,000	5,000	263,000
Other/Unknown	232,000	13,000	15,000	21,000	281,000
Total	1,349,000	483,000	271,000	82,000	2,185,000
Property-Damage-Only Crashes					
Nonjunction	2,011,000	16,000	3,000	77,000	2,106,000
Junction:					
Intersection	307,000	475,000	345,000	43,000	1,170,000
Intersection Related	190,000	320,000	94,000	17,000	621,000
Other/Unknown	516,000	37,000	37,000	55,000	645,000
Total	3,023,000	848,000	479,000	192,000	4,542,000
All Crashes					
Nonjunction	2,906,000	20,000	4,000	116,000	3,046,000
Junction:					
Intersection	471,000	802,000	569,000	61,000	1,904,000
Intersection Related	274,000	462,000	128,000	22,000	885,000
Other/Unknown	749,000	50,000	52,000	77,000	928,000
Total	4,401,000	1,334,000	753,000	276,000	6,764,000

Table 29
Crashes by Speed Limit, Crash Type, and Crash Severity

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,945	14.2	1,169	7.1	4,114	11.0
35 or 40 mph	3,745	18.0	2,662	16.1	6,407	17.2
45 or 50 mph	3,193	15.4	3,202	19.4	6,395	17.2
55 mph	6,578	31.6	6,258	38.0	12,836	34.4
60 mph or higher	3,530	17.0	2,810	17.0	6,340	17.0
No Statutory Limit	119	0.6	43	0.3	162	0.4
Unknown	682	3.3	344	2.1	1,026	2.8
Total	20,792	100.0	16,488	100.0	37,280	100.0
Injury Crashes						
30 mph or less	168,000	27.6	348,000	22.1	516,000	23.6
35 or 40 mph	138,000	22.7	616,000	39.1	754,000	34.5
45 or 50 mph	82,000	13.4	335,000	21.3	416,000	19.1
55 mph	158,000	25.9	188,000	11.9	346,000	15.8
60 mph or higher	62,000	10.1	86,000	5.5	148,000	6.8
No Statutory Limit	2,000	0.3	2,000	0.1	4,000	0.2
Total	610,000	100.0	1,575,000	100.0	2,185,000	100.0
Property-Damage-Only Crashes						
30 mph or less	425,000	32.5	933,000	28.8	1,357,000	29.9
35 or 40 mph	200,000	15.3	1,160,000	35.8	1,360,000	29.9
45 or 50 mph	168,000	12.9	648,000	20.0	817,000	18.0
55 mph	379,000	29.1	316,000	9.8	695,000	15.3
60 mph or higher	128,000	9.8	175,000	5.4	303,000	6.7
No Statutory Limit	5,000	0.4	4,000	0.1	9,000	0.2
Total	1,305,000	100.0	3,237,000	100.0	4,542,000	100.0
All Crashes						
30 mph or less	596,000	30.8	1,282,000	26.6	1,878,000	27.8
35 or 40 mph	342,000	17.7	1,779,000	36.8	2,121,000	31.4
45 or 50 mph	253,000	13.1	986,000	20.4	1,239,000	18.3
55 mph	544,000	28.1	510,000	10.6	1,054,000	15.6
60 mph or higher	193,000	10.0	264,000	5.5	457,000	6.8
No Statutory Limit	7,000	0.4	6,000	0.1	13,000	0.2
Total*	1,936,000	100.0	4,828,000	100.0	6,764,000	100.0

* Includes fatal crashes with unknown speed limit.

Table 30
Fatal Crashes by Speed Limit and Land Use

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	910	22.1	3,132	76.1	72	1.8	4,114	100.0
35 or 40 mph	1,814	28.3	4,460	69.6	133	2.1	6,407	100.0
45 or 50 mph	3,165	49.5	3,095	48.4	135	2.1	6,395	100.0
55 mph	10,417	81.2	2,324	18.1	95	0.7	12,836	100.0
60 mph or higher	4,699	74.1	1,620	25.6	21	0.3	6,340	100.0
No Statutory Limit	141	87.0	15	9.3	6	3.7	162	100.0
Unknown	362	35.3	436	42.5	228	22.2	1,026	100.0
Total	21,508	57.7	15,082	40.5	690	1.9	37,280	100.0

Figure 12
Percent of Fatal Crashes by Speed Limit and Land Use

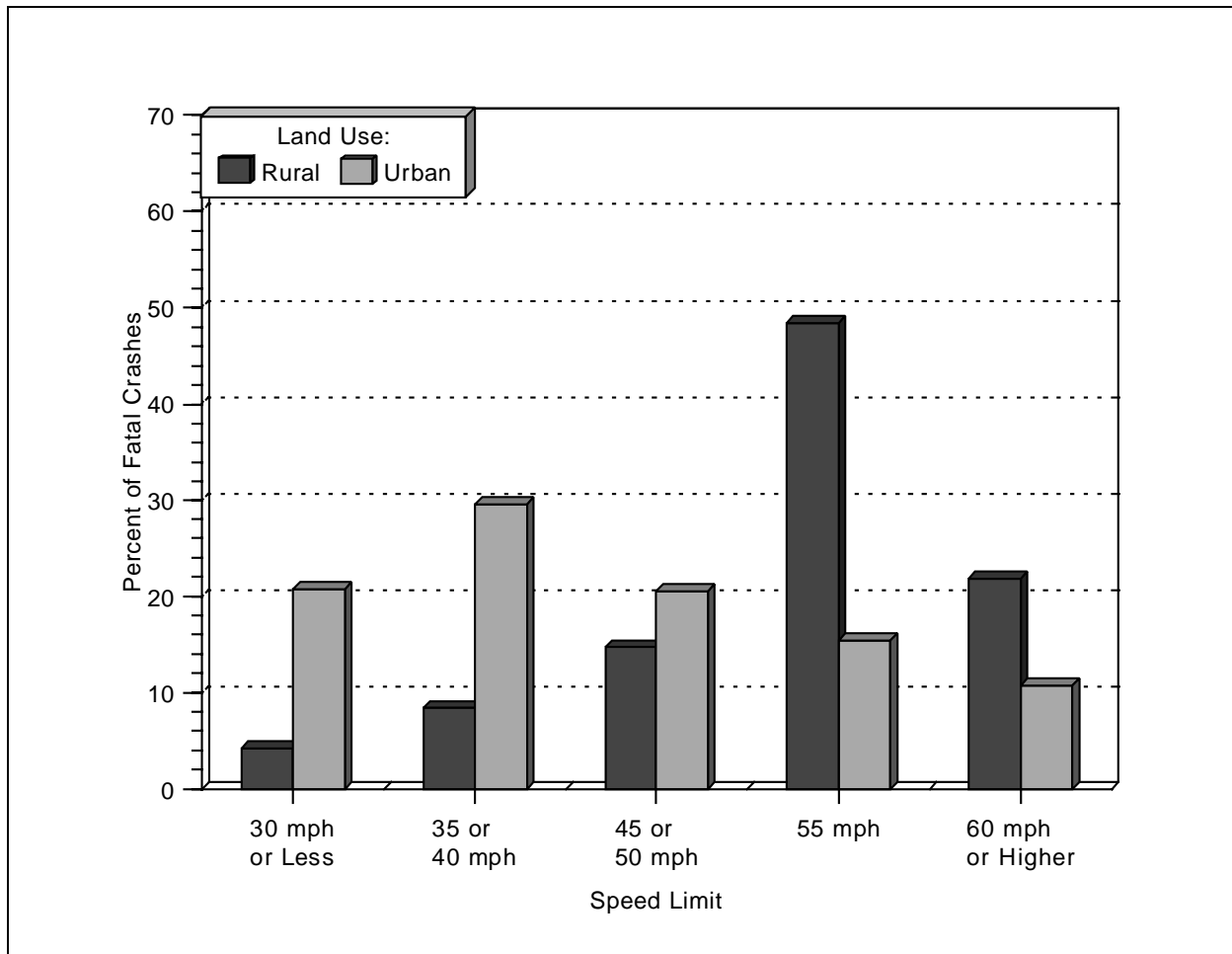


Table 31
Crashes by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
Fatal Crashes					
One Lane	29	132	61	5	227
Two Lanes	21,729	6,790	111	23	28,653
Three Lanes	369	2,111	84	13	2,577
Four Lanes	2,054	1,893	33	2	3,982
More Than Four	271	620	6	3	900
Unknown	176	144	18	603	941
Total	24,628	11,690	313	649	37,280
Injury Crashes					
One Lane	2,000	2,000	30,000	1,000	36,000
Two Lanes	643,000	194,000	21,000	43,000	900,000
Three Lanes	64,000	172,000	14,000	15,000	265,000
Four Lanes	164,000	92,000	7,000	12,000	276,000
More Than Four	219,000	35,000	2,000	7,000	263,000
Unknown	181,000	45,000	18,000	201,000	445,000
Total	1,274,000	540,000	92,000	279,000	2,185,000
Property-Damage-Only Crashes					
One Lane	5,000	4,000	74,000	6,000	89,000
Two Lanes	1,295,000	353,000	42,000	123,000	1,813,000
Three Lanes	126,000	262,000	31,000	22,000	442,000
Four Lanes	314,000	166,000	22,000	26,000	528,000
More Than Four	385,000	80,000	2,000	24,000	491,000
Unknown	405,000	89,000	31,000	654,000	1,179,000
Total	2,530,000	954,000	202,000	855,000	4,542,000
All Crashes					
One Lane	8,000	7,000	104,000	7,000	126,000
Two Lanes	1,959,000	553,000	64,000	166,000	2,741,000
Three Lanes	191,000	436,000	46,000	37,000	710,000
Four Lanes	480,000	260,000	29,000	38,000	808,000
More Than Four	604,000	116,000	4,000	32,000	755,000
Unknown	587,000	134,000	49,000	855,000	1,625,000
Total	3,828,000	1,506,000	295,000	1,135,000	6,764,000

Table 32
Crashes by First Harmful Event, Manner of Collision, and Crash Severity

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport:								
Angle	7,620	20.4	833,000	38.1	1,598,000	35.2	2,438,000	36.1
Rear End	1,833	4.9	629,000	28.8	1,290,000	28.4	1,921,000	28.4
Sideswipe	599	1.6	35,000	1.6	258,000	5.7	294,000	4.3
Head On	5,428	14.6	57,000	2.6	42,000	0.9	105,000	1.5
Other/Unknown	125	0.3	1,000	*	3,000	0.1	4,000	0.1
<i>Subtotal</i>	<i>15,605</i>	<i>41.9</i>	<i>1,555,000</i>	<i>71.2</i>	<i>3,191,000</i>	<i>70.3</i>	<i>4,762,000</i>	<i>70.4</i>
Collision with Fixed Object:								
Pole/Post	1,849	5.0	68,000	3.1	140,000	3.1	210,000	3.1
Culvert/Curb/Ditch	2,002	5.4	68,000	3.1	118,000	2.6	188,000	2.8
Shrubbery/Tree	2,900	7.8	74,000	3.4	78,000	1.7	155,000	2.3
Guard Rail	1,048	2.8	36,000	1.6	74,000	1.6	111,000	1.6
Embankment	1,086	2.9	32,000	1.5	39,000	0.9	72,000	1.1
Bridge	380	1.0	6,000	0.3	9,000	0.2	16,000	0.2
Other/Unknown	1,499	4.0	71,000	3.3	171,000	3.8	244,000	3.6
<i>Subtotal</i>	<i>10,764</i>	<i>28.9</i>	<i>355,000</i>	<i>16.3</i>	<i>629,000</i>	<i>13.8</i>	<i>995,000</i>	<i>14.7</i>
Collision with Object Not Fixed:								
Parked Motor Vehicle	466	1.3	35,000	1.6	329,000	7.2	365,000	5.4
Animal	127	0.3	15,000	0.7	254,000	5.6	269,000	4.0
Pedestrian	4,943	13.3	71,000	3.3	2,000	*	78,000	1.2
Pedalcyclist	808	2.2	57,000	2.6	6,000	0.1	63,000	0.9
Train	311	0.8	1,000	0.1	1,000	*	3,000	*
Other/Unknown	245	0.7	5,000	0.2	22,000	0.5	28,000	0.4
<i>Subtotal</i>	<i>6,900</i>	<i>18.5</i>	<i>185,000</i>	<i>8.5</i>	<i>614,000</i>	<i>13.5</i>	<i>806,000</i>	<i>11.9</i>
Noncollision:								
Rollover	3,551	9.5	75,000	3.4	51,000	1.1	129,000	1.9
Other/Unknown	429	1.2	14,000	0.7	57,000	1.3	72,000	1.1
<i>Subtotal</i>	<i>3,980</i>	<i>10.7</i>	<i>89,000</i>	<i>4.1</i>	<i>108,000</i>	<i>2.4</i>	<i>201,000</i>	<i>3.0</i>
Total**	37,280	100.0	2,185,000	100.0	4,542,000	100.0	6,764,000	100.0

* Less than 0.05 percent.

** Includes 31 fatal crashes with an unknown first harmful event.

Table 33
Two-Vehicle Crashes by Vehicle Type and Crash Severity

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
Fatal Crashes (Total = 14,053)						
Passenger Car	3,468	4,881	1,857	534	108	184
Light Truck		1,137	1,010	378	37	129
Large Truck			79	70	9	25
Motorcycle				25	5	12
Bus					0	1
Other/Unknown						104
Injury Crashes (Total = 1,351,000)						
Passenger Car	677,000	475,000	44,000	18,000	7,000	2,000
Light Truck		100,000	16,000	7,000	2,000	1,000
Large Truck			2,000	*	*	*
Property-Damage-Only Crashes (Total = 3,032,000)						
Passenger Car	1,324,000	1,165,000	154,000	6,000	24,000	6,000
Light Truck		265,000	65,000	1,000	6,000	2,000
Large Truck			11,000	*	2,000	1,000

* Less than 500.

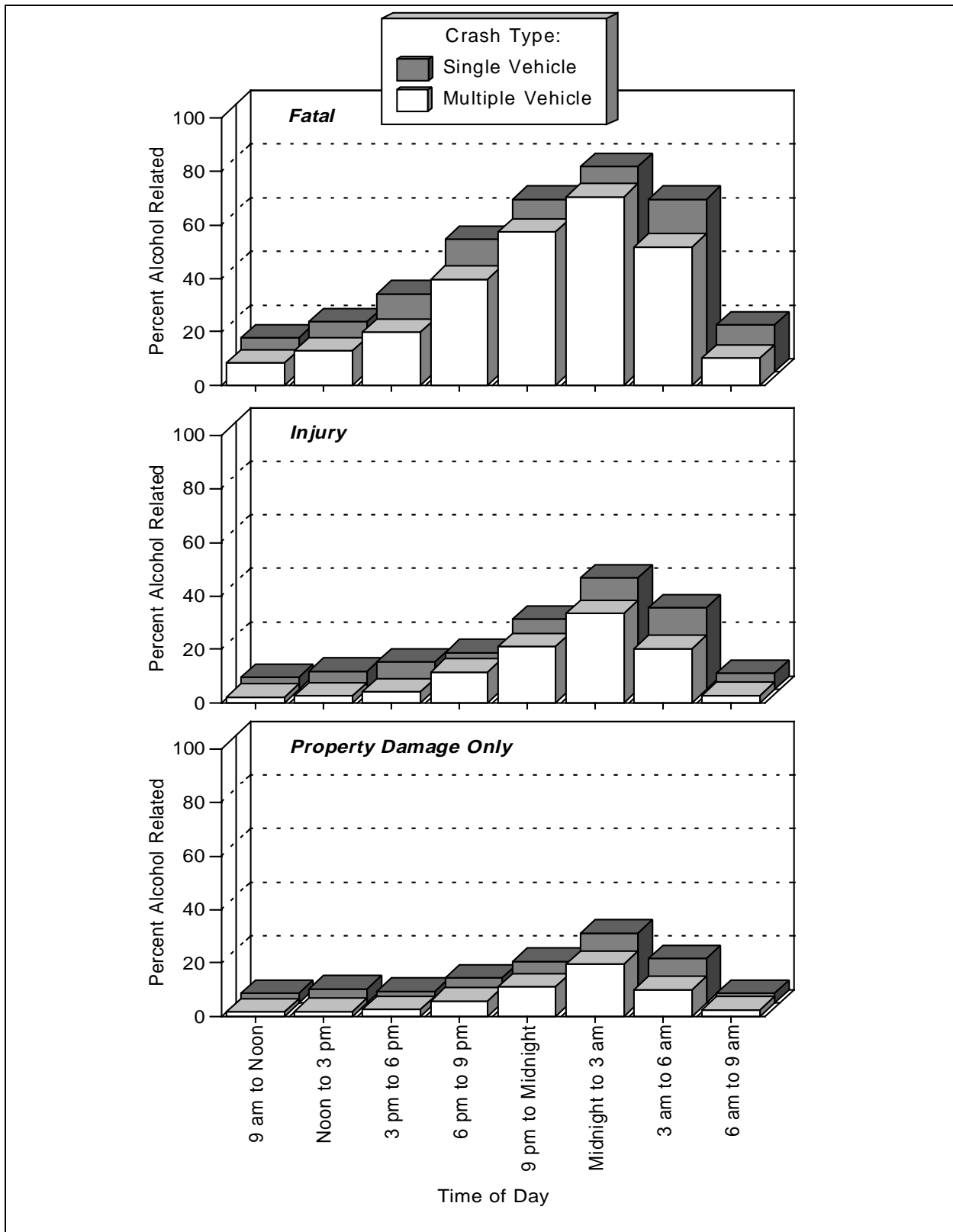
Table 34
Crashes and Percent Alcohol Related by Time of Day, Crash Type, and Crash Severity

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle			Number	Alcohol Related	Percent Alcohol Related
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related			
Fatal Crashes*									
Midnight to 3 am	3,446	2,643	76.7	1,120	790	70.5	4,566	3,433	75.2
3 am to 6 am	1,968	1,272	64.6	702	363	51.8	2,670	1,635	61.2
6 am to 9 am	1,846	327	17.7	1,860	188	10.1	3,706	515	13.9
9 am to Noon	1,524	193	12.7	2,162	181	8.4	3,686	374	10.2
Noon to 3 pm	2,053	388	18.9	2,907	374	12.9	4,960	761	15.3
3 pm to 6 pm	2,784	818	29.4	3,394	673	19.8	6,178	1,491	24.1
6 pm to 9 pm	3,345	1,660	49.6	2,566	1,021	39.8	5,911	2,681	45.4
9 pm to Midnight	3,502	2,258	64.5	1,765	1,013	57.4	5,267	3,271	62.1
Unknown	324	199	61.4	12	3	23.1	336	202	60.0
Total	20,792	9,759	46.9	16,488	4,604	27.9	37,280	14,363	38.5
Injury Crashes**									
Midnight to 3 am	68,000	28,000	41.9	48,000	16,000	33.6	116,000	45,000	38.4
3 am to 6 am	42,000	13,000	30.7	21,000	4,000	20.2	63,000	17,000	27.2
6 am to 9 am	64,000	4,000	6.0	193,000	5,000	2.8	258,000	9,000	3.6
9 am to Noon	65,000	3,000	4.6	210,000	4,000	2.1	276,000	7,000	2.7
Noon to 3 pm	82,000	6,000	6.8	328,000	9,000	2.6	410,000	14,000	3.5
3 pm to 6 pm	114,000	12,000	10.2	428,000	17,000	4.1	541,000	29,000	5.4
6 pm to 9 pm	97,000	13,000	13.7	233,000	27,000	11.5	330,000	40,000	12.1
9 pm to Midnight	78,000	21,000	26.5	113,000	24,000	21.0	191,000	44,000	23.2
Total	610,000	99,000	16.3	1,575,000	107,000	6.8	2,185,000	206,000	9.4
Property-Damage-Only Crashes**									
Midnight to 3 am	135,000	36,000	26.4	70,000	14,000	19.5	205,000	49,000	24.1
3 am to 6 am	96,000	16,000	16.8	40,000	4,000	10.1	136,000	20,000	14.8
6 am to 9 am	161,000	6,000	3.7	416,000	10,000	2.4	577,000	16,000	2.8
9 am to Noon	137,000	5,000	3.6	475,000	8,000	1.7	612,000	13,000	2.2
Noon to 3 pm	159,000	8,000	5.2	703,000	13,000	1.8	862,000	21,000	2.4
3 pm to 6 pm	195,000	9,000	4.4	914,000	24,000	2.7	1,109,000	33,000	3.0
6 pm to 9 pm	216,000	20,000	9.3	434,000	25,000	5.8	650,000	45,000	7.0
9 pm to Midnight	205,000	32,000	15.5	186,000	21,000	11.1	391,000	52,000	13.4
Total	1,305,000	132,000	10.1	3,237,000	119,000	3.7	4,542,000	250,000	5.5

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.

** Police-reported alcohol involvement.

Figure 13
Percent of Crashes Alcohol Related, by Time of Day and Crash Severity



Chapter 3 ♦ Vehicles

3. VEHICLES

Statistics about the vehicles involved in motor vehicle crashes are presented in this chapter, according to six major vehicle types: **Passenger Cars**, **Light Trucks** (including pickups, vans, and utility vehicles with a gross vehicle weight rating of 10,000 pounds or less), **Large Trucks** (including single-unit trucks and truck tractors with a gross vehicle weight rating of more than 10,000 pounds), **Motorcycles** (including motorcycles, mopeds, and motorscooters), **Buses** (including school buses and transit buses), and **Other Vehicles** (including all-terrain vehicles, farm and construction equipment, and motorhomes). The tables and figures are presented for all vehicle types first, then by individual vehicle type. Below are some of the vehicle statistics you will find in this section:

- Ninety-five percent of the 12 million vehicles involved in motor vehicle crashes in 1997 were passenger cars or light trucks.
- Large trucks accounted for 9 percent of the vehicles in fatal crashes, but only 4 percent of the vehicles involved in injury and property-damage-only crashes. Of the 4,871 large trucks involved in fatal crashes, 76 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (18.3 percent) was almost 5 times as high as the proportion in injury crashes (3.9 percent) and 14 times as high as the proportion in property-damage-only crashes (1.3 percent).
- Compared with other vehicle types, utility vehicles experienced the highest rollover rates: 36 percent in fatal crashes, 9 percent in injury crashes, and 3 percent in property-damage-only crashes.
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 1997. For fatal crashes, however, fires occurred in nearly 3 percent of the vehicles involved.
- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes and turning left for injury and property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (27.5 percent), and buses in fatal crashes had the lowest proportion (1.4 percent).

Table 35
Vehicles Involved in Crashes by Vehicle Type and Crash Severity

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	29,750	52.2	2,785,000	69.0	5,235,000	65.4	8,050,000	66.5
Light Truck	18,541	32.5	1,083,000	26.8	2,371,000	29.6	3,472,000	28.7
Large Truck	4,871	8.5	97,000	2.4	342,000	4.3	444,000	3.7
Motorcycle	2,147	3.8	52,000	1.3	11,000	0.1	64,000	0.5
Bus	294	0.5	13,000	0.3	41,000	0.5	54,000	0.4
Other	469	0.8	6,000	0.2	12,000	0.1	18,000	0.2
Total*	56,978	100.0	4,035,000	100.0	8,010,000	100.0	12,103,000	100.0

* Includes 906 vehicles of unknown type involved in fatal crashes.

Figure 14
Proportion of Vehicles Involved in Traffic Crashes

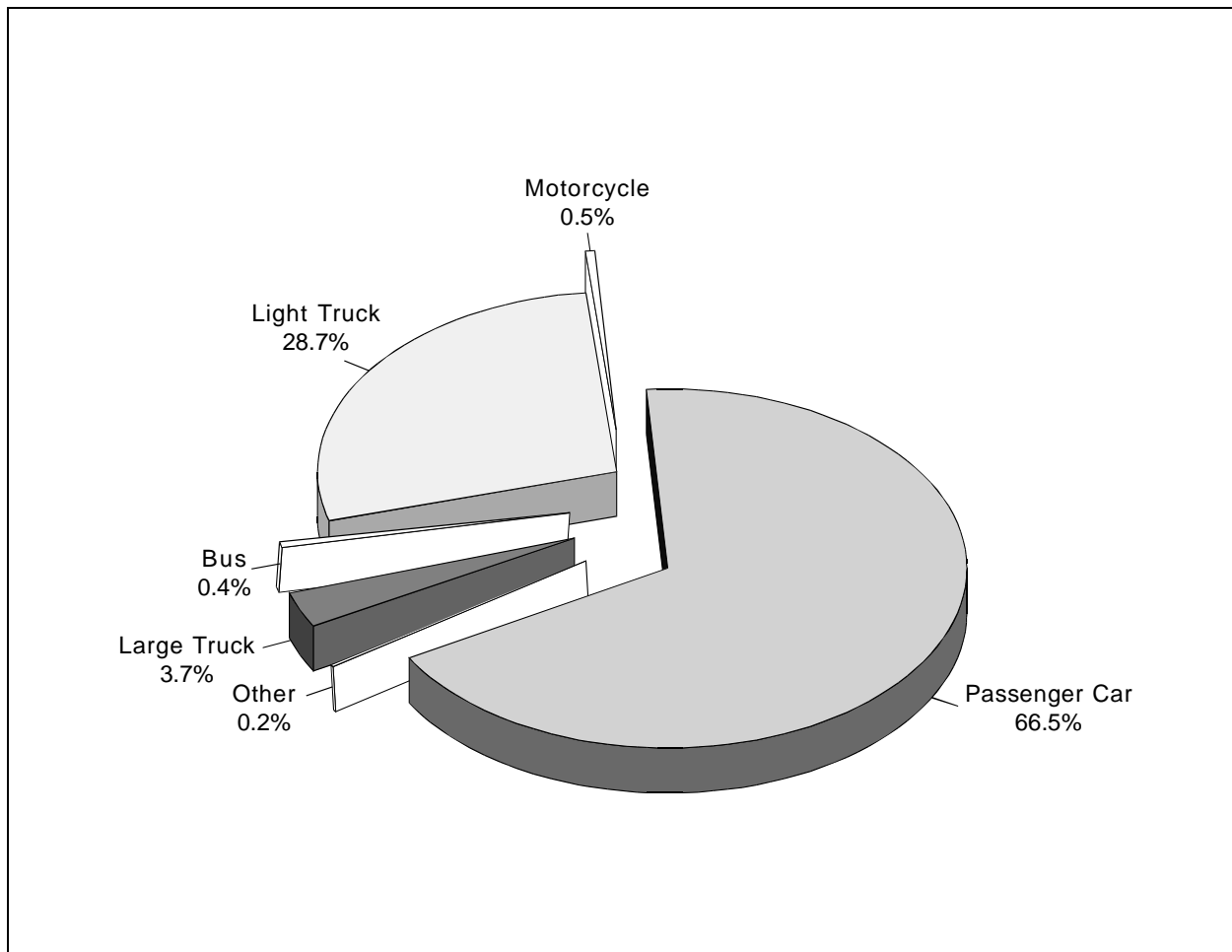


Table 36
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent	Body Type	Number	Percent
Passenger Cars	29,750	52.2	Large Trucks	4,871	8.5
Convertible	255	0.4	Step Van	37	0.1
2 Door Sedan, Hardtop, Coupe	9,092	16.0	Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	152	0.3
3 Door/2 Door Hatchback	2,040	3.6	Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	261	0.5
4 Door Sedan Hardtop	15,716	27.6	Single Unit Heavy Truck (GVWR > 26,000 lb)	770	1.4
5 Door/4 Door Hatchback	452	0.8	Single Unit Truck, Unknown GVWR	94	0.2
Station Wagon	1,082	1.9	Truck Tractor	3,505	6.2
Hatchback, Doors Unknown	65	0.1	Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	8	*
Other Auto	233	0.4	Unknown Heavy Truck (GVWR > 26,000 lb)	6	*
Unknown Auto	726	1.3	Unknown Large Truck Type	38	0.1
Auto-Based Pickup	87	0.2			
Auto-Based Panel	2	*			
Light Trucks	18,541	32.5	Motorcycles	2,147	3.8
Compact Utility	3,234	5.7	Motorcycle	2,057	3.6
Large Utility	527	0.9	Moped	23	*
Utility Station Wagon	342	0.6	Three Wheel Motorcycle or Moped	5	*
Utility, Unknown Body Type	10	*	Off-Road Motorcycle (Two Wheel)	30	0.1
Minivan	2,079	3.6	Other Motorcycle/Minibike	22	*
Large Van	1,350	2.4	Unknown Motorcycle	10	*
Step Van	80	0.1			
Van-Based School Bus	4	*	Buses	294	0.5
Van-Based Transit Bus	9	*	School Bus	106	0.2
Other Van Type	41	0.1	Cross Country/Intercity Bus	33	0.1
Unknown Van Type	65	0.1	Transit Bus	103	0.2
Compact Pickup	4,257	7.5	Other Bus	25	*
Standard Pickup	6,183	10.9	Unknown Bus	27	*
Pickup with Camper	70	0.1			
Unknown Pickup Style Truck	90	0.2	Other Vehicles	469	0.8
Cab Chassis-Based Light Truck	112	0.2	Large Limousine	6	*
Other Conventional Light Truck	4	*	Van-Based Motorhome	24	*
Unknown Light Truck (not pickup)	20	*	Light Truck-Based Motorhome	4	*
Unknown Light Vehicle Type	60	0.1	Large Truck-Based Motorhome	25	*
Unknown Truck	4	*	Unknown Truck Camper/Motorhome	37	0.1
			All Terrain Vehicle	132	0.2
			Snowmobile	51	0.1
			Farm Equipment Except Trucks	104	0.2
			Construction Equipment Except Trucks	18	*
			Motorized Wheelchair	5	*
			Other Vehicle	63	0.1
			Unknown Body Type	906	1.6
			Total	56,978	100.0

* Less than 0.05 percent.

Table 37
Vehicles Involved in Crashes by Vehicle Type, Rollover Occurrence, and Crash Severity

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	4,397	14.8	25,353	85.2	29,750	100.0
Light Truck						
Pickup	2,585	24.4	8,015	75.6	10,600	100.0
Utility	1,464	35.6	2,649	64.4	4,113	100.0
Van	713	19.7	2,915	80.3	3,628	100.0
Other	24	12.0	176	88.0	200	100.0
Large Truck	684	14.0	4,187	86.0	4,871	100.0
Bus	9	3.1	285	96.9	294	100.0
Other/Unknown	137	10.0	1,238	90.0	1,375	100.0
Total*	10,013	18.3	44,818	81.7	54,831	100.0
Injury Crashes						
Passenger Car	81,000	2.9	2,704,000	97.1	2,785,000	100.0
Light Truck						
Pickup	35,000	6.6	498,000	93.4	533,000	100.0
Utility	17,000	8.9	180,000	91.1	197,000	100.0
Van	9,000	3.3	250,000	96.7	259,000	100.0
Other	5,000	5.7	88,000	94.3	94,000	100.0
Large Truck	8,000	8.5	89,000	91.5	97,000	100.0
Bus	**	0.2	13,000	99.8	13,000	100.0
Other/Unknown	1,000	15.4	5,000	84.6	6,000	100.0
Total*	157,000	3.9	3,827,000	96.1	3,984,000	100.0
Property-Damage-Only Crashes						
Passenger Car	45,000	0.9	5,190,000	99.1	5,235,000	100.0
Light Truck						
Pickup	27,000	2.2	1,183,000	97.8	1,210,000	100.0
Utility	12,000	2.8	407,000	97.2	419,000	100.0
Van	7,000	1.2	569,000	98.8	576,000	100.0
Other	3,000	1.7	163,000	98.3	166,000	100.0
Large Truck	7,000	2.0	335,000	98.0	342,000	100.0
Bus	**	**	41,000	100.0	41,000	100.0
Other/Unknown	**	2.2	11,000	97.8	12,000	100.0
Total*	100,000	1.3	7,899,000	98.7	8,000,000	100.0
All Crashes						
Passenger Car	130,000	1.6	7,919,000	98.4	8,050,000	100.0
Light Truck						
Pickup	65,000	3.7	1,689,000	96.3	1,754,000	100.0
Utility	31,000	4.9	589,000	95.1	620,000	100.0
Van	16,000	2.0	822,000	98.0	839,000	100.0
Other	8,000	3.2	251,000	96.8	260,000	100.0
Large Truck	16,000	3.6	428,000	96.4	444,000	100.0
Bus	**	0.1	53,000	99.9	54,000	100.0
Other/Unknown	1,000	7.0	18,000	93.0	19,000	100.0
Total*	267,000	2.2	11,771,000	97.8	12,038,000	100.0

* Excludes motorcycles.

** Less than 500 or less than 0.05 percent.

Figure 15
Percent Rollover Occurrence by Vehicle Type and Crash Severity

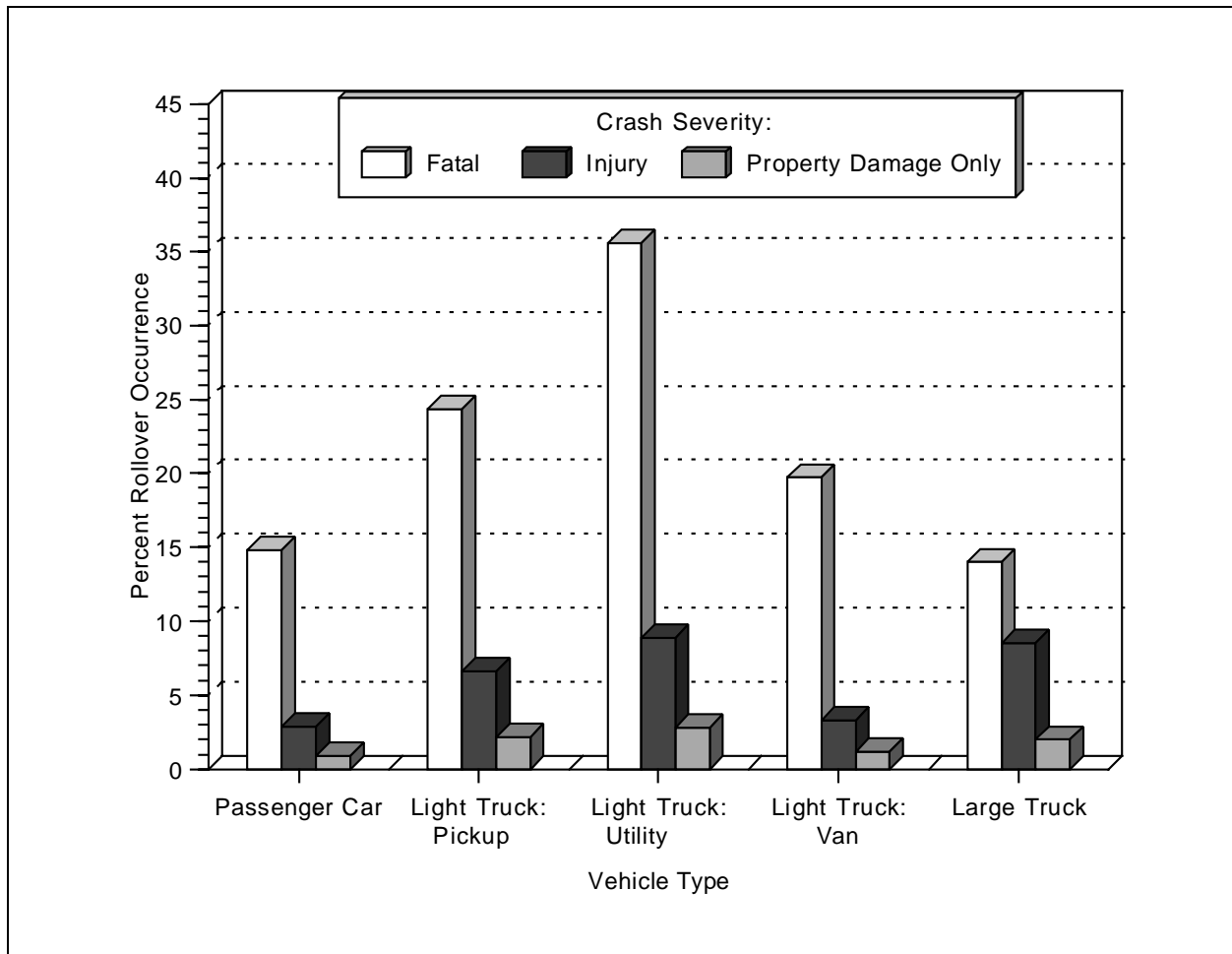


Table 38
Vehicles Involved in Crashes by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No		Number	Percent
	Number	Percent	Number	Percent		
Fatal Crashes						
Passenger Car	758	2.5	28,992	97.5	29,750	100.0
Light Truck	449	2.4	18,092	97.6	18,541	100.0
Large Truck	219	4.5	4,652	95.5	4,871	100.0
Motorcycle	20	0.9	2,127	99.1	2,147	100.0
Bus	2	0.7	292	99.3	294	100.0
Other/Unknown	12	0.9	1,363	99.1	1,375	100.0
Total	1,460	2.6	55,518	97.4	56,978	100.0
Injury Crashes						
Passenger Car	2,000	0.1	2,783,000	99.9	2,785,000	100.0
Light Truck	1,000	0.1	1,082,000	99.9	1,083,000	100.0
Large Truck	*	0.3	96,000	99.7	97,000	100.0
Motorcycle	*	0.1	52,000	99.9	52,000	100.0
Bus	*	*	13,000	100.0	13,000	100.0
Other/Unknown	*	*	6,000	100.0	6,000	100.0
Total	4,000	0.1	4,032,000	99.9	4,035,000	100.0
Property-Damage-Only Crashes						
Passenger Car	4,000	0.1	5,230,000	99.9	5,235,000	100.0
Light Truck	2,000	0.1	2,368,000	99.9	2,371,000	100.0
Large Truck	*	0.1	342,000	99.9	342,000	100.0
Motorcycle	*	*	11,000	100.0	11,000	100.0
Bus	*	*	41,000	100.0	41,000	100.0
Other/Unknown	*	1.1	12,000	98.9	12,000	100.0
Total	7,000	0.1	8,003,000	99.9	8,010,000	100.0
All Crashes						
Passenger Car	7,000	0.1	8,042,000	99.9	8,050,000	100.0
Light Truck	4,000	0.1	3,468,000	99.9	3,472,000	100.0
Large Truck	1,000	0.2	443,000	99.8	444,000	100.0
Motorcycle	*	0.1	64,000	99.9	64,000	100.0
Bus	*	*	54,000	100.0	54,000	100.0
Other/Unknown	*	0.7	19,000	99.3	19,000	100.0
Total	12,000	0.1	12,090,000	99.9	12,103,000	100.0

* Less than 500 or less than 0.05 percent.

Table 39
Vehicles Involved in Single- and Two-Vehicle Crashes by Vehicle Maneuver and Crash Severity

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	33,397	68.3	2,086,000	63.1	4,119,000	56.1	6,239,000	58.3
Turning Left	2,892	5.9	381,000	11.5	686,000	9.3	1,071,000	10.0
Stopped in Traffic Lane	657	1.3	295,000	8.9	728,000	9.9	1,024,000	9.6
Turning Right	309	0.6	79,000	2.4	285,000	3.9	365,000	3.4
Slowed in Traffic Lane	282	0.6	111,000	3.4	359,000	4.9	470,000	4.4
Merging/Changing Lanes	722	1.5	59,000	1.8	296,000	4.0	355,000	3.3
Negotiating Curve	7,107	14.5	62,000	1.9	95,000	1.3	164,000	1.5
Backing Up	144	0.3	11,000	0.3	124,000	1.7	135,000	1.3
Passing Other Vehicle	1,017	2.1	33,000	1.0	107,000	1.5	142,000	1.3
Starting in Traffic Lane	513	1.0	35,000	1.1	75,000	1.0	111,000	1.0
Leaving Parking Space	38	0.1	6,000	0.2	44,000	0.6	50,000	0.5
Making U-Turn	183	0.4	20,000	0.6	42,000	0.6	62,000	0.6
Entering Parking Space	12	*	2,000	0.1	20,000	0.3	23,000	0.2
Disabled in Traffic Lane	23	*	5,000	0.1	9,000	0.1	13,000	0.1
Other Maneuver	1,015	2.1	121,000	3.7	353,000	4.8	475,000	4.4
Total**	48,898	100.0	3,307,000	100.0	7,343,000	100.0	10,698,000	100.0

* Less than 0.05 percent.

** Includes 587 vehicles involved in fatal crashes with unknown vehicle maneuver.

Table 40
Vehicles Involved in Fatal Crashes by Roadway Function Class,
Crash Type, and Hazardous Cargo

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle		Hazardous Cargo	Total
	Hazardous Cargo	Total	Hazardous Cargo	Total		
Rural Fatal Crashes						
Principal Arterial						
Interstate	14	1,659	15	2,053	29	3,712
Other	11	1,586	36	6,124	47	7,710
Minor Arterial	3	1,572	24	4,467	27	6,039
Major Collector	10	3,041	19	4,526	29	7,567
Minor Collector	1	1,053	2	1,022	3	2,075
Local Road or Street	4	3,018	2	1,955	6	4,973
Unknown Rural	0	168	0	195	0	363
Total	43	12,097	98	20,342	141	32,439
Urban Fatal Crashes						
Principal Arterial						
Interstate	7	1,113	15	2,185	22	3,298
Freeway/Expressway	5	626	4	1,217	9	1,843
Other	4	2,301	14	5,700	18	8,001
Minor Arterial	0	1,681	4	3,317	4	4,998
Collector	1	662	4	830	5	1,492
Local Road or Street	2	1,905	2	1,827	4	3,732
Unknown Urban	0	41	0	50	0	91
Total	19	8,329	43	15,126	62	23,455
All Fatal Crashes						
Principal Arterial						
Interstate	21	2,772	30	4,238	51	7,010
Freeway/Expressway	5	626	4	1,217	9	1,843
Other	15	3,887	50	11,824	65	15,711
Minor Arterial	3	3,253	28	7,784	31	11,037
Collector	12	4,756	25	6,378	37	11,134
Local Road or Street	6	4,923	4	3,782	10	8,705
Unknown Rural	0	168	0	195	0	363
Unknown Urban	0	41	0	50	0	91
Unknown Rural or Urban	1	366	0	718	1	1,084
Total	63	20,792	141	36,186	204	56,978

Figure 16
Percent of Vehicles in Crashes by Most Harmful Event and Vehicle Type

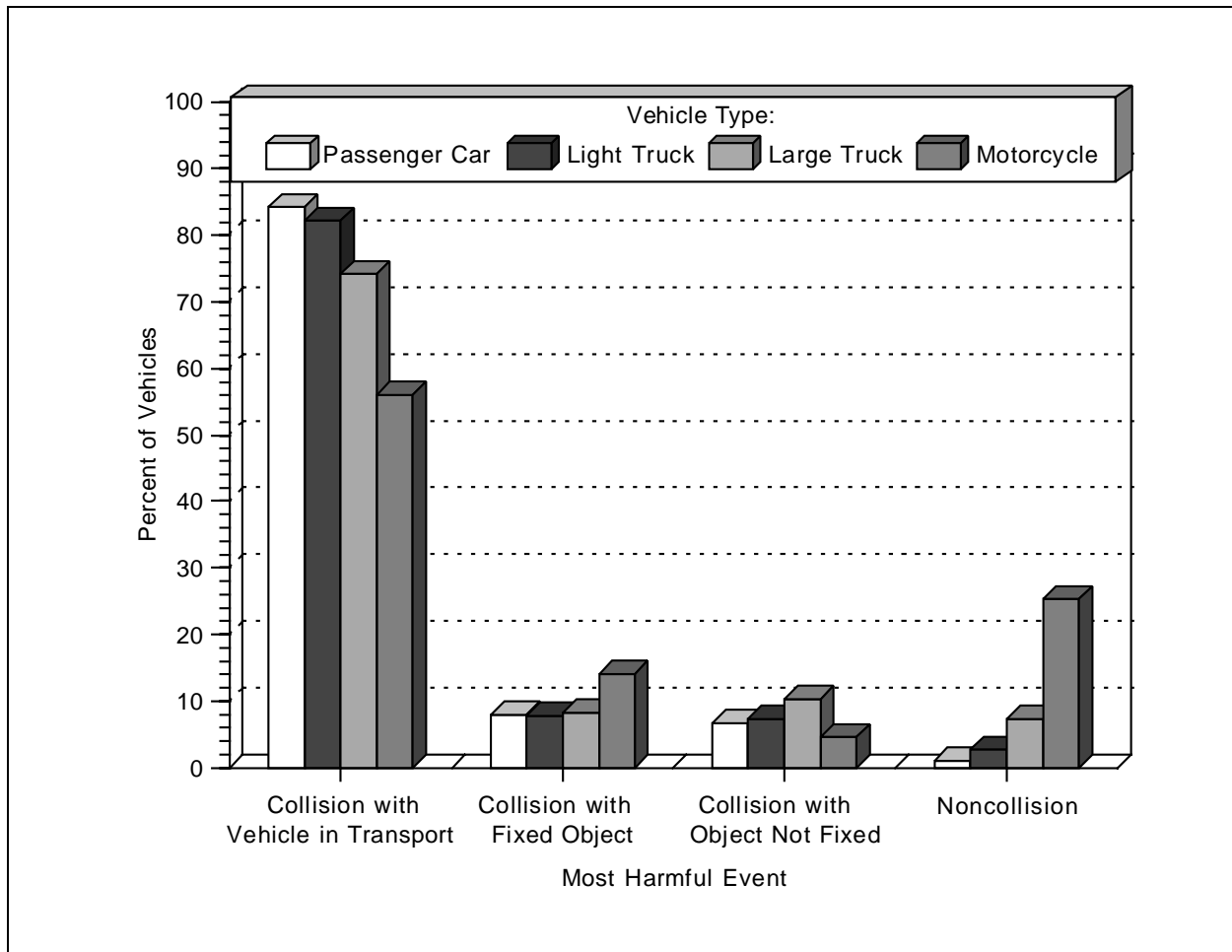
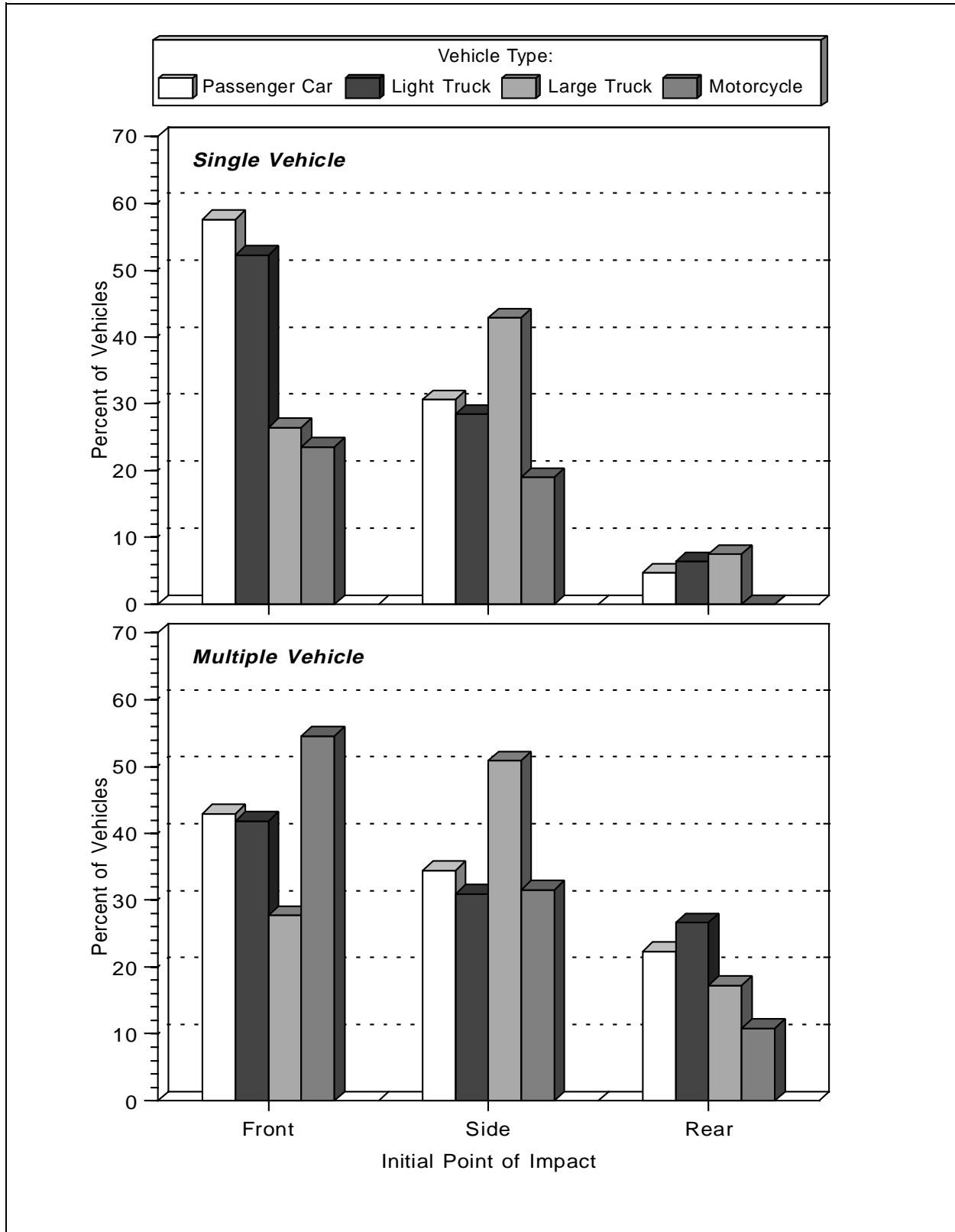


Figure 17
Percent of Vehicles in Crashes by Initial Point of Impact, Crash Type, and Vehicle Type



Note: Excludes other or unknown point of impact and noncollisions.

Table 41
Passenger Cars Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	10,789	36.3	1,111,000	39.9	1,791,000	34.2	2,913,000	36.2
Left Side	2,897	9.7	370,000	13.3	876,000	16.7	1,249,000	15.5
Right Side	2,487	8.4	318,000	11.4	770,000	14.7	1,091,000	13.6
Rear	1,245	4.2	569,000	20.4	950,000	18.2	1,520,000	18.9
Other/Unknown	234	0.8	1,000	*	*	*	1,000	*
<i>Subtotal</i>	<i>17,652</i>	<i>59.3</i>	<i>2,369,000</i>	<i>85.1</i>	<i>4,387,000</i>	<i>83.8</i>	<i>6,774,000</i>	<i>84.2</i>
Collision with Fixed Object	4,879	16.4	231,000	8.3	406,000	7.8	642,000	8.0
Collision with Object Not Fixed:								
Nonmotorist	3,297	11.1	93,000	3.3	5,000	0.1	102,000	1.3
Other	495	1.7	47,000	1.7	393,000	7.5	440,000	5.5
<i>Subtotal</i>	<i>3,792</i>	<i>12.7</i>	<i>139,000</i>	<i>5.0</i>	<i>398,000</i>	<i>7.6</i>	<i>541,000</i>	<i>6.7</i>
Noncollision	3,419	11.5	46,000	1.6	43,000	0.8	92,000	1.1
Total**	29,750	100.0	2,785,000	100.0	5,235,000	100.0	8,050,000	100.0

* Less than 0.05 percent.

** Includes 8 passenger cars involved in fatal crashes with unknown most harmful event.

Table 42
Passenger Cars Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	7,053	64.3	254,000	63.7	440,000	54.4	702,000	57.6
Left Side	951	8.7	43,000	10.7	116,000	14.3	160,000	13.1
Right Side	880	8.0	56,000	14.1	156,000	19.3	213,000	17.5
Rear	256	2.3	8,000	2.0	49,000	6.1	58,000	4.7
Noncollision	1,010	9.2	33,000	8.2	26,000	3.3	60,000	4.9
Other/Unknown	825	7.5	5,000	1.3	21,000	2.6	27,000	2.2
Total	10,975	100.0	399,000	100.0	809,000	100.0	1,219,000	100.0
Multiple-Vehicle Crashes								
Front	11,364	60.5	1,119,000	46.9	1,808,000	40.9	2,938,000	43.0
Left Side	3,045	16.2	374,000	15.7	881,000	19.9	1,258,000	18.4
Right Side	2,629	14.0	321,000	13.5	774,000	17.5	1,098,000	16.1
Rear	1,372	7.3	570,000	23.9	951,000	21.5	1,523,000	22.3
Noncollision	12	0.1	1,000	0.1	7,000	0.2	9,000	0.1
Other/Unknown	353	1.9	1,000	0.1	3,000	0.1	5,000	0.1
Total	18,775	100.0	2,386,000	100.0	4,426,000	100.0	6,830,000	100.0
All Crashes								
Front	18,417	61.9	1,373,000	49.3	2,249,000	43.0	3,640,000	45.2
Left Side	3,996	13.4	417,000	15.0	997,000	19.1	1,418,000	17.6
Right Side	3,509	11.8	378,000	13.6	930,000	17.8	1,311,000	16.3
Rear	1,628	5.5	578,000	20.7	1,001,000	19.1	1,580,000	19.6
Noncollision	1,022	3.4	34,000	1.2	34,000	0.6	69,000	0.9
Other/Unknown	1,178	4.0	6,000	0.2	24,000	0.5	32,000	0.4
Total	29,750	100.0	2,785,000	100.0	5,235,000	100.0	8,050,000	100.0

Table 43
Light Trucks Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	8,010	43.2	447,000	41.3	745,000	31.4	1,200,000	34.6
Left Side	835	4.5	129,000	11.9	335,000	14.1	465,000	13.4
Right Side	669	3.6	109,000	10.0	312,000	13.1	421,000	12.1
Rear	735	4.0	221,000	20.4	547,000	23.1	769,000	22.1
Other/Unknown	142	0.8	*	*	*	*	*	*
<i>Subtotal</i>	<i>10,391</i>	<i>56.0</i>	<i>905,000</i>	<i>83.5</i>	<i>1,939,000</i>	<i>81.8</i>	<i>2,854,000</i>	<i>82.2</i>
Collision with Fixed Object	<i>2,019</i>	<i>10.9</i>	<i>93,000</i>	<i>8.6</i>	<i>174,000</i>	<i>7.4</i>	<i>270,000</i>	<i>7.8</i>
Collision with Object Not Fixed:								
Nonmotorist	2,097	11.3	33,000	3.1	2,000	0.1	37,000	1.1
Other	288	1.6	14,000	1.3	201,000	8.5	215,000	6.2
<i>Subtotal</i>	<i>2,385</i>	<i>12.9</i>	<i>48,000</i>	<i>4.4</i>	<i>203,000</i>	<i>8.6</i>	<i>253,000</i>	<i>7.3</i>
Noncollision	<i>3,745</i>	<i>20.2</i>	<i>37,000</i>	<i>3.4</i>	<i>54,000</i>	<i>2.3</i>	<i>95,000</i>	<i>2.7</i>
Total**	18,541	100.0	1,083,000	100.0	2,371,000	100.0	3,472,000	100.0

* Less than 500 or less than 0.05 percent.

** Includes 1 light truck involved in a fatal crash with unknown most harmful event.

Table 44
Light Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	4,162	57.4	95,000	56.3	203,000	50.5	302,000	52.3
Left Side	361	5.0	14,000	8.5	41,000	10.3	56,000	9.7
Right Side	413	5.7	26,000	15.3	82,000	20.3	108,000	18.7
Rear	97	1.3	2,000	1.1	35,000	8.7	37,000	6.4
Noncollision	1,688	23.3	29,000	17.1	33,000	8.3	64,000	11.1
Other/Unknown	527	7.3	3,000	1.7	8,000	1.9	11,000	1.9
Total	7,248	100.0	169,000	100.0	402,000	100.0	578,000	100.0
Multiple-Vehicle Crashes								
Front	8,514	75.4	450,000	49.2	753,000	38.2	1,211,000	41.9
Left Side	921	8.2	131,000	14.3	338,000	17.1	469,000	16.2
Right Side	756	6.7	110,000	12.0	314,000	16.0	425,000	14.7
Rear	868	7.7	221,000	24.2	548,000	27.8	770,000	26.6
Noncollision	16	0.1	2,000	0.2	13,000	0.7	15,000	0.5
Other/Unknown	218	1.9	*	*	2,000	0.1	3,000	0.1
Total	11,293	100.0	914,000	100.0	1,969,000	100.0	2,894,000	100.0
All Crashes								
Front	12,676	68.4	545,000	50.3	956,000	40.3	1,514,000	43.6
Left Side	1,282	6.9	145,000	13.4	379,000	16.0	525,000	15.1
Right Side	1,169	6.3	136,000	12.5	396,000	16.7	533,000	15.3
Rear	965	5.2	223,000	20.6	583,000	24.6	807,000	23.2
Noncollision	1,704	9.2	31,000	2.8	47,000	2.0	79,000	2.3
Other/Unknown	745	4.0	3,000	0.3	10,000	0.4	14,000	0.4
Total	18,541	100.0	1,083,000	100.0	2,371,000	100.0	3,472,000	100.0

* Less than 500 or less than 0.05 percent.

Table 45
Large Trucks Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	2,439	50.1	31,000	31.9	60,000	17.6	94,000	21.1
Left Side	392	8.0	18,000	18.8	63,000	18.4	82,000	18.4
Right Side	195	4.0	16,000	16.9	77,000	22.5	93,000	21.1
Rear	682	14.0	15,000	15.1	44,000	12.9	59,000	13.4
Other/Unknown	108	2.2	*	0.4	*	0.1	1,000	0.2
<i>Subtotal</i>	<i>3,816</i>	<i>78.3</i>	<i>80,000</i>	<i>83.2</i>	<i>245,000</i>	<i>71.6</i>	<i>329,000</i>	<i>74.2</i>
Collision with Fixed Object	<i>172</i>	<i>3.5</i>	<i>6,000</i>	<i>6.3</i>	<i>30,000</i>	<i>8.9</i>	<i>37,000</i>	<i>8.3</i>
Collision with Object Not Fixed:								
Nonmotorist	399	8.2	1,000	1.1	*	*	2,000	0.3
Other	66	1.4	1,000	1.4	43,000	12.5	44,000	9.9
<i>Subtotal</i>	<i>465</i>	<i>9.5</i>	<i>2,000</i>	<i>2.6</i>	<i>43,000</i>	<i>12.5</i>	<i>46,000</i>	<i>10.3</i>
Noncollision	<i>417</i>	<i>8.6</i>	<i>8,000</i>	<i>8.0</i>	<i>24,000</i>	<i>7.1</i>	<i>32,000</i>	<i>7.3</i>
Total**	4,871	100.0	97,000	100.0	342,000	100.0	444,000	100.0

* Less than 500 or less than 0.05 percent.

** Includes 1 large truck involved in a fatal crash with unknown most harmful event.

Table 46
Large Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	485	56.8	4,000	25.2	22,000	26.3	26,000	26.4
Left Side	30	3.5	1,000	6.0	8,000	10.2	9,000	9.5
Right Side	80	9.4	2,000	16.8	30,000	36.4	33,000	33.4
Rear	43	5.0	*	2.9	7,000	8.3	7,000	7.5
Noncollision	117	13.7	6,000	45.1	11,000	13.8	18,000	18.4
Other/Unknown	99	11.6	1,000	4.0	4,000	4.9	5,000	4.9
Total	854	100.0	14,000	100.0	83,000	100.0	98,000	100.0
Multiple-Vehicle Crashes								
Front	2,585	64.4	32,000	38.1	62,000	23.9	96,000	27.7
Left Side	404	10.1	18,000	22.2	63,000	24.4	82,000	23.7
Right Side	204	5.1	17,000	20.0	77,000	29.8	94,000	27.2
Rear	697	17.4	15,000	17.7	44,000	17.0	59,000	17.2
Noncollision	2	*	1,000	1.7	12,000	4.6	13,000	3.9
Other/Unknown	125	3.1	*	0.2	1,000	0.3	1,000	0.3
Total	4,017	100.0	83,000	100.0	259,000	100.0	346,000	100.0
All Crashes								
Front	3,070	63.0	35,000	36.3	84,000	24.4	122,000	27.4
Left Side	434	8.9	19,000	19.8	72,000	20.9	91,000	20.6
Right Side	284	5.8	19,000	19.5	108,000	31.4	127,000	28.6
Rear	740	15.2	15,000	15.6	51,000	14.9	67,000	15.0
Noncollision	119	2.4	8,000	8.1	23,000	6.8	31,000	7.1
Other/Unknown	224	4.6	1,000	0.8	5,000	1.5	6,000	1.3
Total	4,871	100.0	97,000	100.0	342,000	100.0	444,000	100.0

* Less than 500 or less than 0.05 percent.

Table 47
Large Trucks Involved in Crashes by Truck Type, Rollover Occurrence,
and Crash Severity

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Single-Unit Truck	200	16.8	989	83.2	1,189	100.0
Combination Truck	484	13.1	3,198	86.9	3,682	100.0
Total	684	14.0	4,187	86.0	4,871	100.0
Injury Crashes						
Single-Unit Truck	3,000	7.4	40,000	92.6	43,000	100.0
Combination Truck	5,000	9.4	49,000	90.6	54,000	100.0
Total	8,000	8.5	89,000	91.5	97,000	100.0
Property-Damage-Only Crashes						
Single-Unit Truck	3,000	1.9	139,000	98.1	142,000	100.0
Combination Truck	4,000	2.1	196,000	97.9	200,000	100.0
Total	7,000	2.0	335,000	98.0	342,000	100.0
All Crashes						
Single-Unit Truck	6,000	3.3	180,000	96.7	186,000	100.0
Combination Truck	10,000	3.8	248,000	96.2	257,000	100.0
Total	16,000	3.6	428,000	96.4	444,000	100.0

Table 48
Truck Tractors with Trailers Involved in Crashes by Number of Trailers,
Jackknife Occurrence, and Crash Severity

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
One	296	9.5	2,826	90.5	3,122	100.0
Two or More	31	14.6	181	85.4	212	100.0
Unknown Number	1	5.6	17	94.4	18	100.0
Total	328	9.8	3,024	90.2	3,352	100.0
Injury Crashes						
One	2,000	4.0	42,000	96.0	44,000	100.0
Two or More	*	2.2	1,000	97.8	1,000	100.0
Unknown Number	*	10.7	*	89.3	*	100.0
Total	2,000	4.0	44,000	96.0	45,000	100.0
Property-Damage-Only Crashes						
One	5,000	3.0	157,000	97.0	162,000	100.0
Two or More	*	2.6	5,000	97.4	5,000	100.0
Unknown Number	*	*	2,000	100.0	2,000	100.0
Total	5,000	3.0	163,000	97.0	168,000	100.0
All Crashes						
One	7,000	3.3	202,000	96.7	209,000	100.0
Two or More	*	3.0	6,000	97.0	6,000	100.0
Unknown Number	*	0.4	2,000	99.6	2,000	100.0
Total	7,000	3.3	209,000	96.7	217,000	100.0

* Less than 500 or less than 0.05 percent.

Table 49
Motorcycles Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	847	39.5	16,000	31.3	3,000	29.2	20,000	31.3
Left Side	94	4.4	4,000	8.1	2,000	18.8	6,000	9.7
Right Side	73	3.4	4,000	8.2	1,000	8.8	5,000	8.1
Rear	58	2.7	2,000	4.6	2,000	14.5	4,000	6.2
Other/Unknown	51	2.4	*	0.4	*	2.7	1,000	0.8
<i>Subtotal</i>	<i>1,123</i>	<i>52.3</i>	<i>27,000</i>	<i>52.5</i>	<i>8,000</i>	<i>74.1</i>	<i>36,000</i>	<i>56.1</i>
Collision with Fixed Object	<i>590</i>	<i>27.5</i>	<i>8,000</i>	<i>14.7</i>	<i>1,000</i>	<i>8.1</i>	<i>9,000</i>	<i>14.1</i>
Collision with Object Not Fixed:								
Nonmotorist	32	1.5	1,000	1.4	*	*	1,000	1.2
Other	67	3.1	2,000	3.6	*	2.7	2,000	3.4
<i>Subtotal</i>	<i>99</i>	<i>4.6</i>	<i>3,000</i>	<i>4.9</i>	<i>*</i>	<i>2.7</i>	<i>3,000</i>	<i>4.6</i>
Noncollision	<i>333</i>	<i>15.5</i>	<i>14,000</i>	<i>27.8</i>	<i>2,000</i>	<i>15.0</i>	<i>16,000</i>	<i>25.3</i>
Total**	2,147	100.0	52,000	100.0	11,000	100.0	64,000	100.0

* Less than 500 or less than 0.05 percent.

** Includes 2 motorcycles involved in fatal crashes with unknown most harmful event.

Table 50
Motorcycles Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	502	53.2	6,000	24.9	*	0.9	6,000	23.5
Left Side	54	5.7	2,000	7.7	1,000	21.0	2,000	8.9
Right Side	70	7.4	2,000	9.0	1,000	20.1	3,000	10.1
Rear	6	0.6	*	*	*	*	*	*
Noncollision	179	19.0	14,000	58.1	2,000	58.0	15,000	56.7
Other/Unknown	133	14.1	*	0.4	*	*	*	0.8
Total	944	100.0	24,000	100.0	3,000	100.0	27,000	100.0
Multiple-Vehicle Crashes								
Front	890	74.0	16,000	58.0	3,000	39.4	20,000	54.6
Left Side	102	8.5	4,000	15.1	2,000	25.4	6,000	17.0
Right Side	78	6.5	4,000	15.6	1,000	11.9	5,000	14.5
Rear	67	5.6	2,000	8.5	2,000	19.6	4,000	10.8
Noncollision	5	0.4	1,000	2.8	*	3.6	1,000	2.9
Other/Unknown	61	5.1	*	*	*	*	*	0.2
Total	1,203	100.0	28,000	100.0	8,000	100.0	37,000	100.0
All Crashes								
Front	1,392	64.8	22,000	42.8	3,000	29.5	27,000	41.4
Left Side	156	7.3	6,000	11.7	3,000	24.3	9,000	13.6
Right Side	148	6.9	6,000	12.6	1,000	14.0	8,000	12.6
Rear	73	3.4	2,000	4.6	2,000	14.5	4,000	6.2
Noncollision	184	8.6	15,000	28.1	2,000	17.7	17,000	25.8
Other/Unknown	194	9.0	*	0.2	*	*	*	0.4
Total	2,147	100.0	52,000	100.0	11,000	100.0	64,000	100.0

* Less than 500 or less than 0.05 percent.

Table 51
Buses Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	131	44.6	4,000	28.5	6,000	15.6	10,000	18.8
Left Side	14	4.8	2,000	13.9	11,000	26.0	12,000	23.0
Right Side	8	2.7	2,000	14.5	10,000	24.9	12,000	22.3
Rear	38	12.9	4,000	30.9	7,000	16.7	11,000	20.0
Other/Unknown	2	0.7	*	*	*	*	*	*
<i>Subtotal</i>	<i>193</i>	<i>65.6</i>	<i>11,000</i>	<i>87.8</i>	<i>34,000</i>	<i>83.2</i>	<i>45,000</i>	<i>84.2</i>
Collision with Fixed Object	4	1.4	*	2.6	1,000	3.5	2,000	3.3
Collision with Object Not Fixed:								
Nonmotorist	92	31.3	1,000	5.7	*	*	1,000	1.5
Other	0	--	*	1.4	5,000	12.6	5,000	9.9
<i>Subtotal</i>	<i>92</i>	<i>31.3</i>	<i>1,000</i>	<i>7.1</i>	<i>5,000</i>	<i>12.6</i>	<i>6,000</i>	<i>11.4</i>
Noncollision	5	1.7	*	2.5	*	0.7	1,000	1.1
Total	294	100.0	13,000	100.0	41,000	100.0	54,000	100.0

* Less than 500 or less than 0.05 percent.

Table 52
Buses Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	53	56.4	*	20.9	1,000	18.1	1,000	19.1
Left Side	2	2.1	*	9.7	1,000	13.9	1,000	12.9
Right Side	12	12.8	1,000	48.8	3,000	54.1	4,000	52.6
Rear	3	3.2	*	*	1,000	14.0	1,000	11.2
Noncollision	2	2.1	*	20.6	*	*	*	4.0
Other/Unknown	22	23.4	*	*	*	*	*	0.3
Total	94	100.0	2,000	100.0	6,000	100.0	8,000	100.0
Multiple-Vehicle Crashes								
Front	136	68.0	4,000	32.7	6,000	18.5	10,000	22.1
Left Side	14	7.0	2,000	15.7	11,000	30.7	12,000	27.0
Right Side	10	5.0	2,000	16.5	10,000	29.4	12,000	26.2
Rear	38	19.0	4,000	35.1	7,000	20.6	11,000	24.1
Noncollision	0	0.0	*	*	*	0.8	*	0.6
Other/Unknown	2	1.0	*	*	*	*	*	*
Total	200	100.0	11,000	100.0	34,000	100.0	46,000	100.0
All Crashes								
Front	189	64.3	4,000	31.2	7,000	18.4	12,000	21.7
Left Side	16	5.4	2,000	15.0	11,000	28.1	13,000	24.9
Right Side	22	7.5	3,000	20.4	14,000	33.2	16,000	30.1
Rear	41	13.9	4,000	30.9	8,000	19.5	12,000	22.2
Noncollision	2	0.7	*	2.5	*	0.7	1,000	1.1
Other/Unknown	24	8.2	*	*	*	*	*	*
Total	294	100.0	13,000	100.0	41,000	100.0	54,000	100.0

* Less than 500 or less than 0.05 percent.

Chapter 4 ♦ People

4. PEOPLE

This chapter presents statistics about the **Drivers, Passengers, Pedestrians, and Pedalcyclists** involved in motor vehicle crashes in 1997. The tables and figures are presented in nine groups: all killed or injured persons, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle related, school bus related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section:

- A total of 41,967 people lost their lives in motor vehicle crashes in 1997. Another 3.4 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (64 percent), followed by passengers (32 percent), pedestrians (2 percent), and pedalcyclists (2 percent).
- Persons 16 to 20 years old had the highest fatality and injury rates per 100,000 population. Children under 5 years old had the lowest fatality rate.
- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was lower for females than for males only for people over 74 years old.
- Nearly 39 percent of the persons who were killed in traffic crashes in 1997 died in alcohol-related crashes. Almost 10 percent of the injured persons received their injuries in alcohol-related crashes.

Table 53
Persons Killed or Injured, by Person Type and Injury Severity

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Vehicle Occupants						
Driver	24,644	259,000	590,000	1,318,000	2,167,000	2,191,000
Passenger	10,931	128,000	278,000	680,000	1,086,000	1,097,000
Unknown Occupant	118	*	*	*	*	1,000
<i>Subtotal</i>	<i>35,693</i>	<i>387,000</i>	<i>868,000</i>	<i>1,999,000</i>	<i>3,253,000</i>	<i>3,289,000</i>
Nonmotorists						
Pedestrian	5,307	20,000	31,000	26,000	77,000	82,000
Pedalcyclist	813	8,000	31,000	19,000	58,000	59,000
Other/Unknown	154	2,000	4,000	6,000	11,000	11,000
<i>Subtotal</i>	<i>6,274</i>	<i>30,000</i>	<i>66,000</i>	<i>50,000</i>	<i>146,000</i>	<i>152,000</i>
Total	41,967	417,000	934,000	2,049,000	3,399,000	3,441,000

* Less than 500.

Table 54
Persons Killed or Injured, by Age and Injury Severity

Age (Years)	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<5	788	8,000	24,000	51,000	82,000	83,000
5-9	815	15,000	33,000	62,000	111,000	112,000
10-15	1,554	25,000	60,000	104,000	190,000	191,000
16-20	5,757	67,000	186,000	337,000	590,000	596,000
21-24	3,781	41,000	97,000	206,000	344,000	348,000
25-34	7,365	82,000	192,000	424,000	698,000	705,000
35-44	6,432	73,000	143,000	368,000	583,000	590,000
45-54	4,667	45,000	82,000	231,000	358,000	362,000
55-64	3,137	23,000	50,000	115,000	188,000	191,000
65-74	3,203	22,000	35,000	92,000	149,000	152,000
>74	4,123	16,000	32,000	58,000	106,000	110,000
Total	*41,967	417,000	934,000	2,049,000	3,399,000	3,441,000

* Includes 345 fatalities of unknown age.

Table 55
Persons Killed or Injured, by Sex and Injury Severity

Sex	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Male	27,658	214,000	501,000	929,000	1,645,000	1,672,000
Female	14,068	202,000	433,000	1,119,000	1,754,000	1,768,000
Total	*41,967	417,000	934,000	2,049,000	3,399,000	3,441,000

* Includes 241 fatalities of unknown sex.

Figure 18
Percent of Persons Killed or Injured, by Age

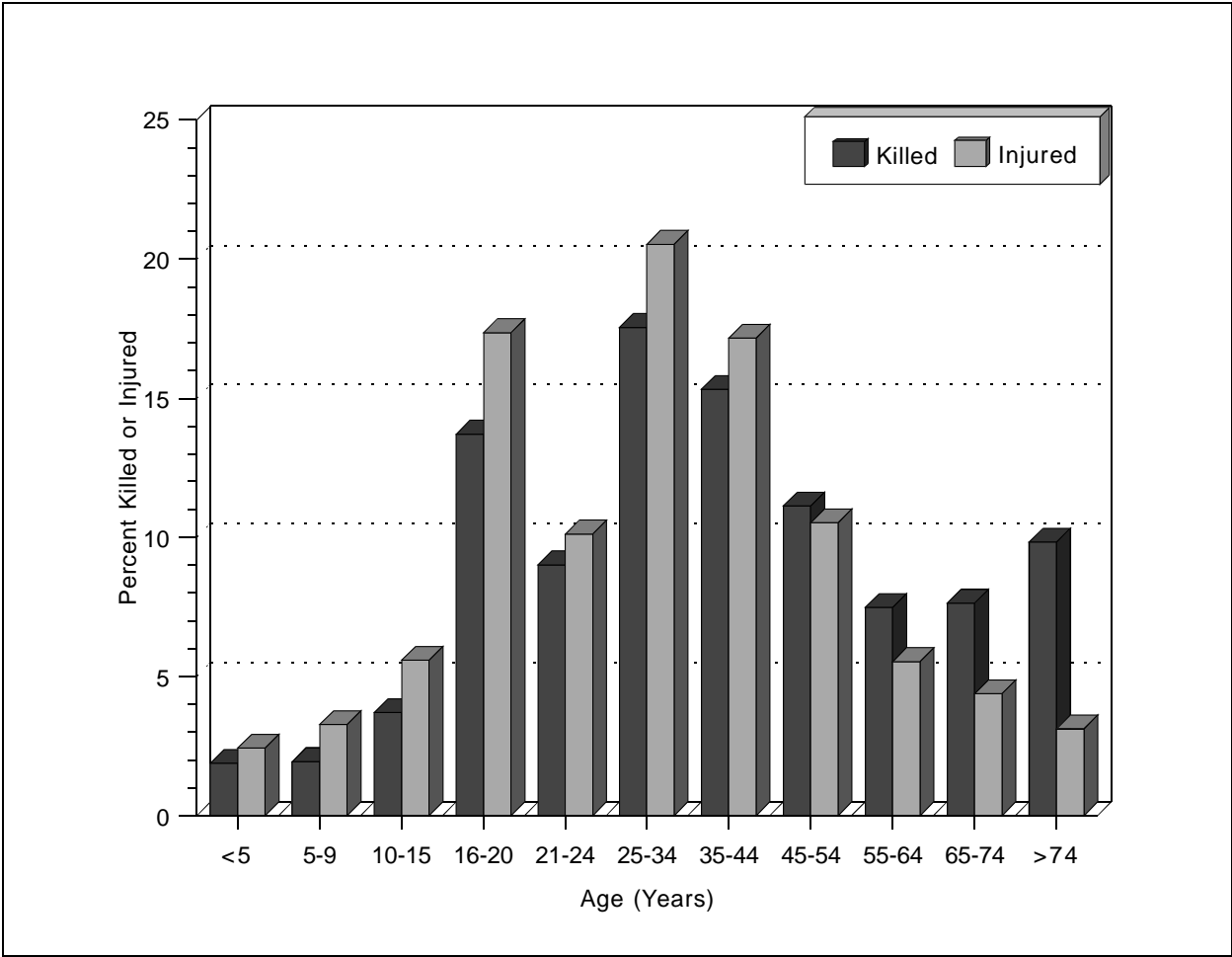


Table 56
Persons Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	415	9,801	4.23	371	9,349	3.97	788	19,150	4.11
5-9	459	10,104	4.54	355	9,634	3.68	815	19,738	4.13
10-15	919	11,745	7.82	634	11,164	5.68	1,554	22,910	6.78
16-20	3,887	9,763	39.81	1,868	9,173	20.36	5,757	18,936	30.40
21-24	2,846	7,054	40.34	934	6,720	13.90	3,781	13,774	27.45
25-34	5,322	19,810	26.86	2,041	19,799	10.31	7,365	39,610	18.59
35-44	4,470	21,883	20.43	1,960	22,115	8.86	6,432	43,998	14.62
45-54	3,196	16,457	19.42	1,470	17,176	8.56	4,667	33,633	13.88
55-64	1,978	10,391	19.04	1,157	11,422	10.13	3,137	21,813	14.38
65-74	1,848	8,269	22.35	1,355	10,230	13.25	3,203	18,499	17.31
>74	2,232	5,741	38.88	1,891	9,836	19.22	4,123	15,577	26.47
Unknown	86	*	*	32	*	*	345	*	*
Total	27,658	131,018	21.11	14,068	136,618	10.30	**41,967	267,636	15.68

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	39,000	9,801	401	43,000	9,349	461	82,000	19,150	431
5-9	55,000	10,104	544	56,000	9,634	583	111,000	19,738	563
10-15	93,000	11,745	793	96,000	11,164	864	190,000	22,910	828
16-20	281,000	9,763	2,878	309,000	9,173	3,370	590,000	18,936	3,116
21-24	171,000	7,054	2,424	173,000	6,720	2,571	344,000	13,774	2,496
25-34	349,000	19,810	1,762	349,000	19,799	1,763	698,000	39,610	1,763
35-44	286,000	21,883	1,305	298,000	22,115	1,347	583,000	43,998	1,326
45-54	172,000	16,457	1,044	186,000	17,176	1,082	358,000	33,633	1,063
55-64	88,000	10,391	843	101,000	11,422	880	188,000	21,813	862
65-74	65,000	8,269	788	84,000	10,230	819	149,000	18,499	805
>74	46,000	5,741	802	60,000	9,836	608	106,000	15,577	680
Total	1,645,000	131,018	1,255	1,754,000	136,618	1,284	3,399,000	267,636	1,270

* Not applicable.

** Includes 241 fatalities of unknown sex.

Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

Figure 19
Fatality and Injury Rates per 100,000 Population, by Age and Sex

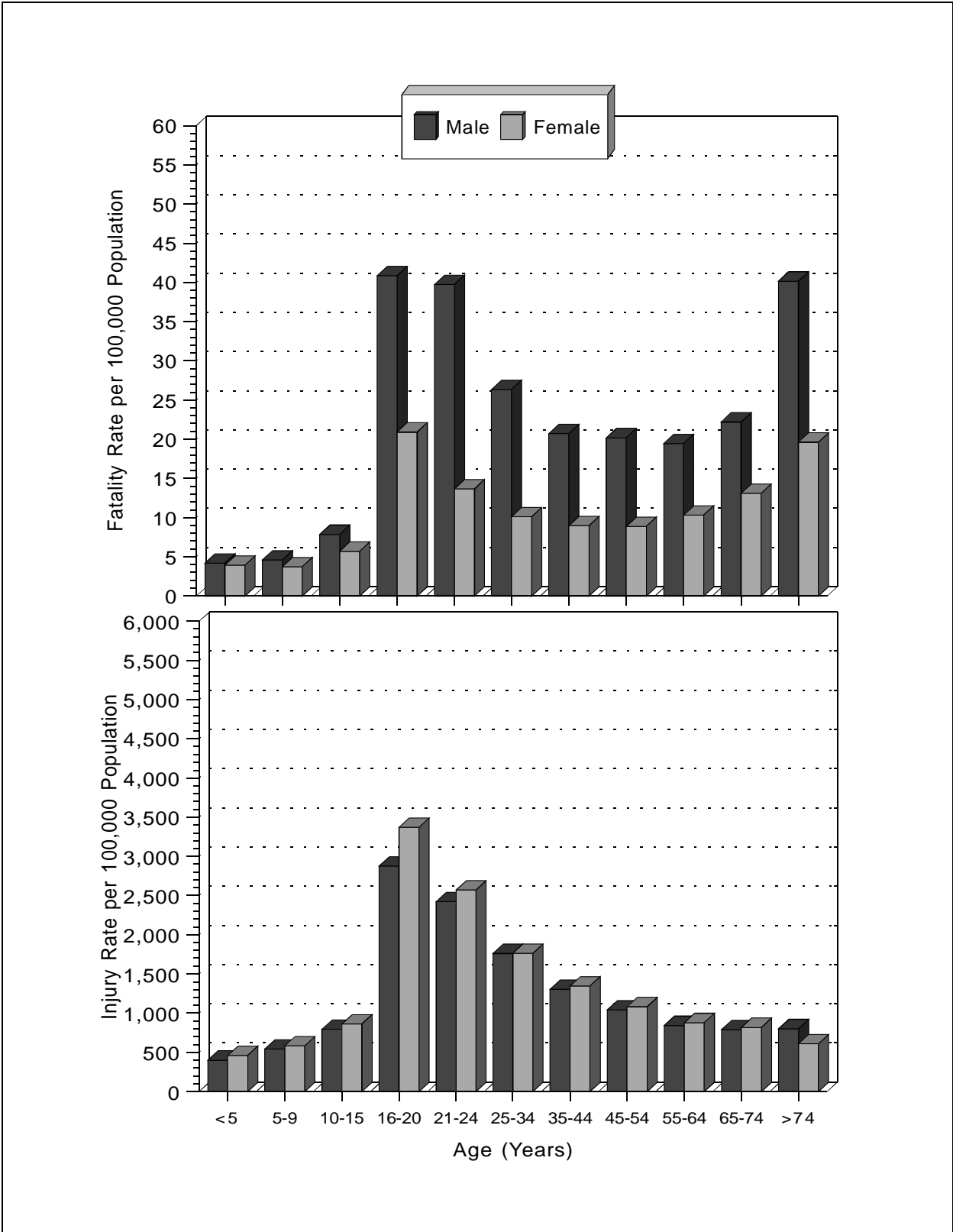


Table 57
Persons Killed or Injured in Crashes by Weather Condition and Light Condition

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
Persons Killed					
Normal	18,410	5,470	10,537	1,492	35,959
Rain	1,818	620	1,085	199	3,727
Snow/Sleet	532	111	343	59	1,047
Other	198	77	361	64	701
Unknown	90	18	76	4	533
Total*	21,048	6,296	12,402	1,818	41,967
Persons Injured					
Normal	2,005,000	440,000	294,000	101,000	2,839,000
Rain	281,000	89,000	50,000	24,000	444,000
Snow/Sleet	52,000	17,000	21,000	5,000	95,000
Other	9,000	6,000	5,000	2,000	21,000
Total	2,346,000	552,000	370,000	131,000	3,399,000

* Includes 403 fatalities in crashes that occurred under unknown light conditions.

Table 58
Persons Killed or Injured in Crashes by Speed Limit and Crash Type

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
30 mph or less	3,121	14.0	1,263	6.4	4,384	10.4
35 or 40 mph	3,964	17.8	2,929	14.9	6,893	16.4
45 or 50 mph	3,400	15.2	3,646	18.6	7,046	16.8
55 mph	7,039	31.5	7,684	39.1	14,723	35.1
60 mph or higher	3,937	17.6	3,665	18.7	7,602	18.1
No Statutory Limit	135	0.6	61	0.3	196	0.5
Unknown	725	3.2	398	2.0	1,123	2.7
Total	22,321	100.0	19,646	100.0	41,967	100.0
Persons Injured						
30 mph or less	201,000	25.8	538,000	20.5	739,000	21.7
35 or 40 mph	169,000	21.7	1,017,000	38.8	1,186,000	34.9
45 or 50 mph	106,000	13.6	566,000	21.6	672,000	19.8
55 mph	213,000	27.4	347,000	13.2	560,000	16.5
60 mph or higher	88,000	11.3	150,000	5.7	238,000	7.0
No Statutory Limit	2,000	0.3	3,000	0.1	5,000	0.2
Total	779,000	100.0	2,620,000	100.0	3,399,000	100.0

Table 59
Persons Killed in Crashes by Speed Limit and Land Use

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	972	22.2	3,336	76.1	76	1.7	4,384	100.0
35 or 40 mph	2,009	29.1	4,743	68.8	141	2.0	6,893	100.0
45 or 50 mph	3,522	50.0	3,377	47.9	147	2.1	7,046	100.0
55 mph	12,045	81.8	2,579	17.5	99	0.7	14,723	100.0
60 mph or higher	5,693	74.9	1,884	24.8	25	0.3	7,602	100.0
No Statutory Limit	175	89.3	15	7.7	6	3.1	196	100.0
Unknown	416	37.0	462	41.1	245	21.8	1,123	100.0
Total	24,832	59.2	16,396	39.1	739	1.8	41,967	100.0

Figure 20
Percent of Fatalities by Speed Limit and Land Use

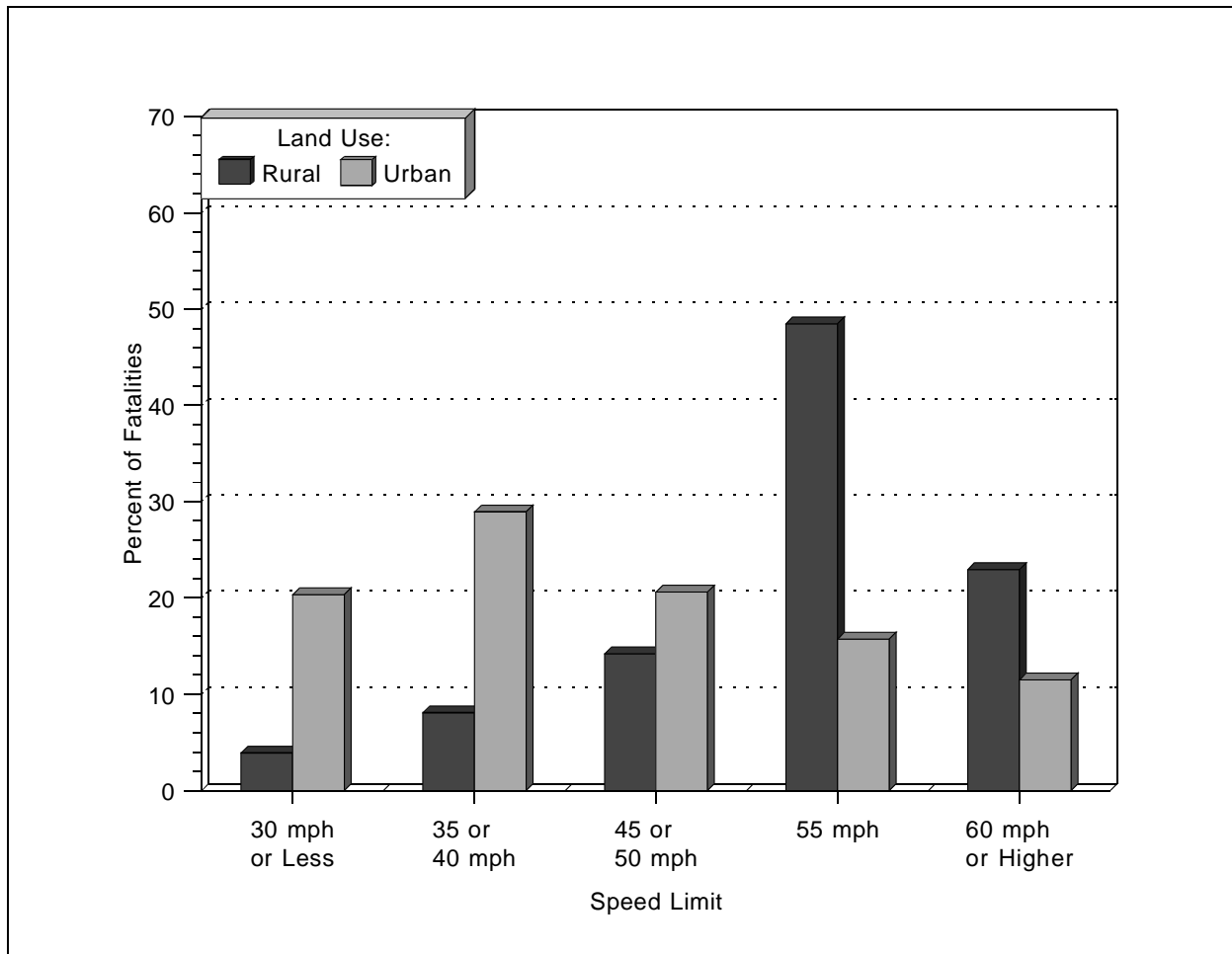


Table 60
Persons Killed or Injured in Crashes and Percent Alcohol Related
by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle			Number	Alcohol Related	Percent Alcohol Related
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related			
Persons Killed*									
Midnight to 3 am	3,795	2,916	76.8	1,405	993	70.7	5,200	3,909	75.2
3 am to 6 am	2,145	1,379	64.3	846	451	53.3	2,991	1,829	61.2
6 am to 9 am	1,987	345	17.4	2,130	225	10.6	4,117	571	13.9
9 am to Noon	1,618	209	12.9	2,530	230	9.1	4,148	439	10.6
Noon to 3 pm	2,183	408	18.7	3,439	474	13.8	5,622	882	15.7
3 pm to 6 pm	2,984	868	29.1	4,007	835	20.8	6,991	1,702	24.4
6 pm to 9 pm	3,519	1,752	49.8	3,121	1,253	40.1	6,640	3,004	45.2
9 pm to Midnight	3,732	2,387	64.0	2,152	1,243	57.8	5,884	3,630	61.7
Unknown	358	218	60.8	16	4	22.3	374	221	59.2
Total	22,321	10,482	47.0	19,646	5,707	29.1	41,967	16,189	38.6
Persons Injured**									
Midnight to 3 am	91,000	40,000	43.8	86,000	31,000	35.8	177,000	71,000	39.9
3 am to 6 am	53,000	18,000	34.2	35,000	7,000	20.2	89,000	25,000	28.6
6 am to 9 am	79,000	5,000	6.6	298,000	8,000	2.7	376,000	13,000	3.6
9 am to Noon	78,000	3,000	4.2	336,000	8,000	2.3	415,000	11,000	2.6
Noon to 3 pm	106,000	7,000	6.8	535,000	14,000	2.6	641,000	21,000	3.3
3 pm to 6 pm	143,000	13,000	9.4	704,000	31,000	4.4	847,000	45,000	5.3
6 pm to 9 pm	125,000	17,000	13.6	420,000	53,000	12.5	545,000	70,000	12.8
9 pm to Midnight	104,000	26,000	25.3	205,000	45,000	21.9	310,000	71,000	23.0
Total	779,000	130,000	16.8	2,620,000	197,000	7.5	3,399,000	327,000	9.6

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.

** Police-reported alcohol involvement.

Figure 21
Percent of Persons Killed or Injured in Alcohol-Related Crashes by Time of Day

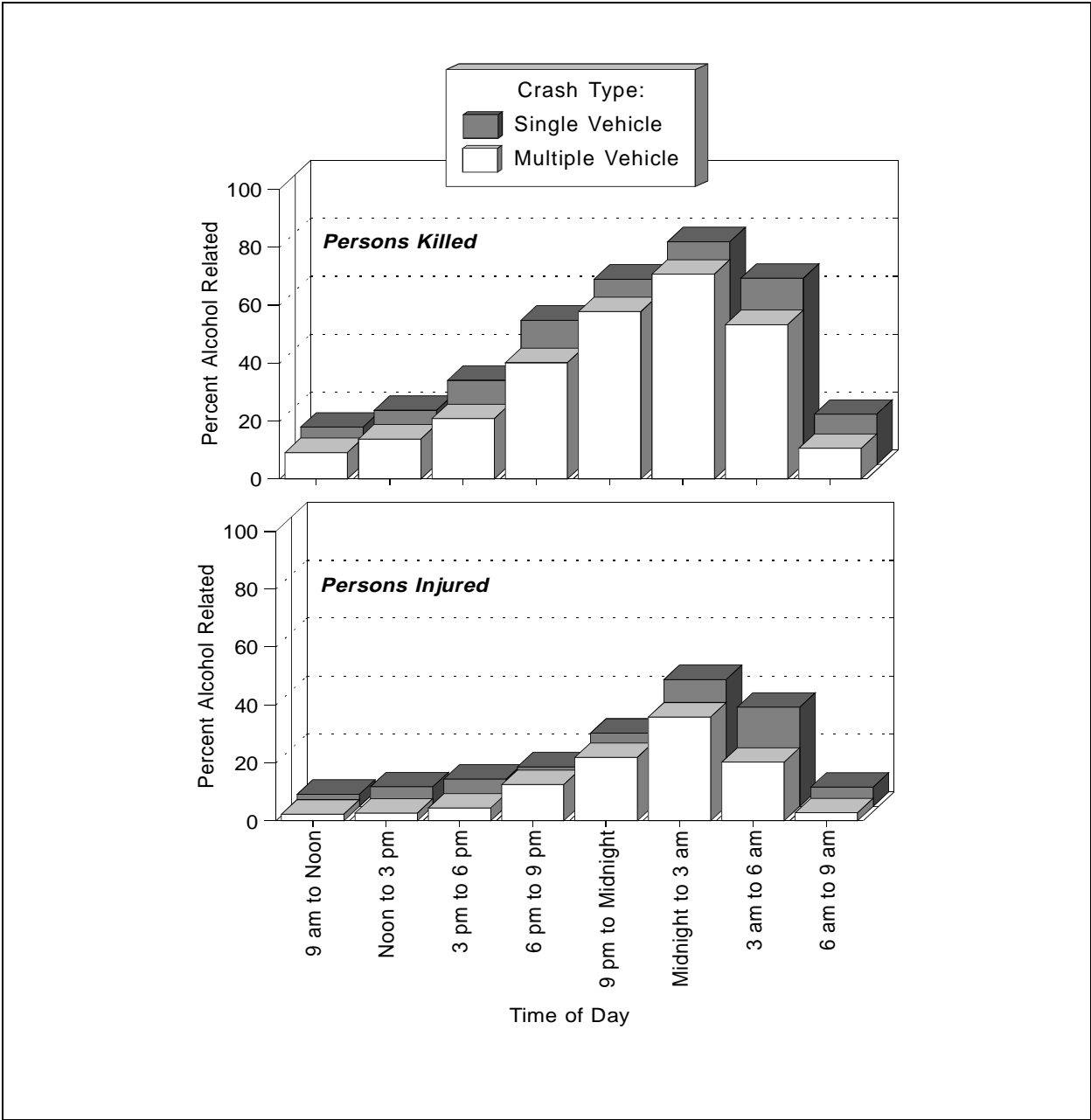


Table 61
Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type

Roadway Function Class	Person Type					Total
	Driver	Passenger	Pedestrian	Pedalcyclist	Other Nonmotorist	
Principal Arterial						
Interstate	108	52	20	0	0	180
Freeway or Expressway	26	9	5	0	0	40
Other	125	54	16	4	2	201
Minor Arterial	52	27	11	2	0	92
Collector	53	20	14	2	0	89
Local Road or Street	24	10	10	3	0	47
Unknown	5	2	2	0	0	9
Total	393	174	78	11	2	658

Table 62
Persons Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Passenger	2	2	6	3	8	5
Occupant of Other Vehicle	0	0	21	13	21	13
Pedestrian	2	2	0	0	2	2
Total	4	4	27	16	31	20
Fire Truck						
Fire Truck Driver	4	3	1	1	5	4
Fire Truck Passenger	2	1	1	1	3	2
Occupant of Other Vehicle	0	0	13	11	13	11
Pedestrian	3	3	0	0	3	3
Pedalcyclist	1	1	0	0	1	1
Total	10	8	15	13	25	21
Police Vehicle						
Police Vehicle Driver	10	5	9	3	19	8
Police Vehicle Passenger	0	0	6	4	6	4
Occupant of Other Vehicle	0	0	54	25	54	25
Pedestrian	13	4	9	4	22	8
Pedalcyclist	2	0	0	0	2	0
Total	25	9	78	36	103	45

* Refers to a vehicle traveling with physical emergency signals in use (red lights blinking, sirens sounding, etc.).

Figure 22
Fatality and Injury Rates per 1,000 Crashes by First Harmful Event and Manner of Collision

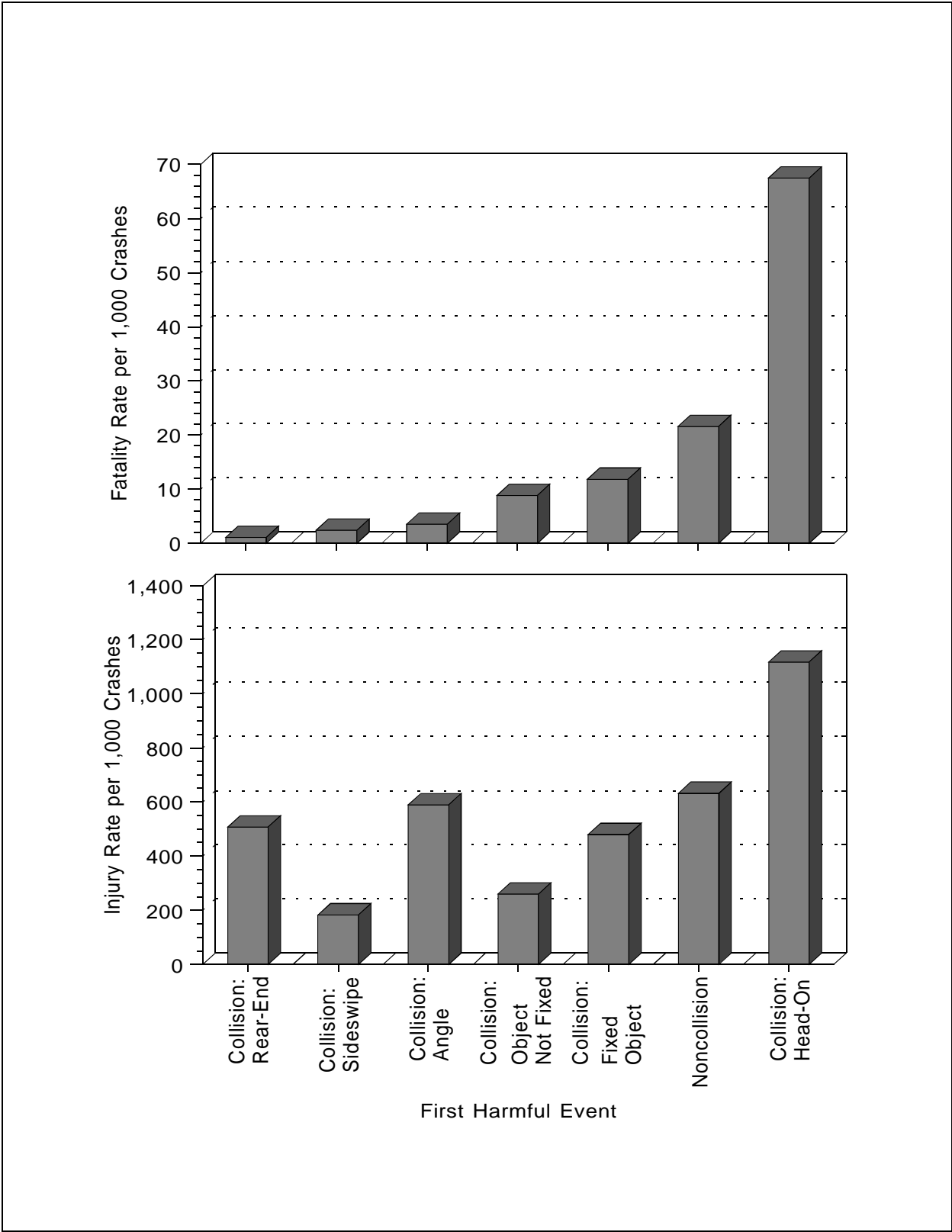


Figure 23
Fatality and Injury Rates per 1,000 Crashes by Time of Day

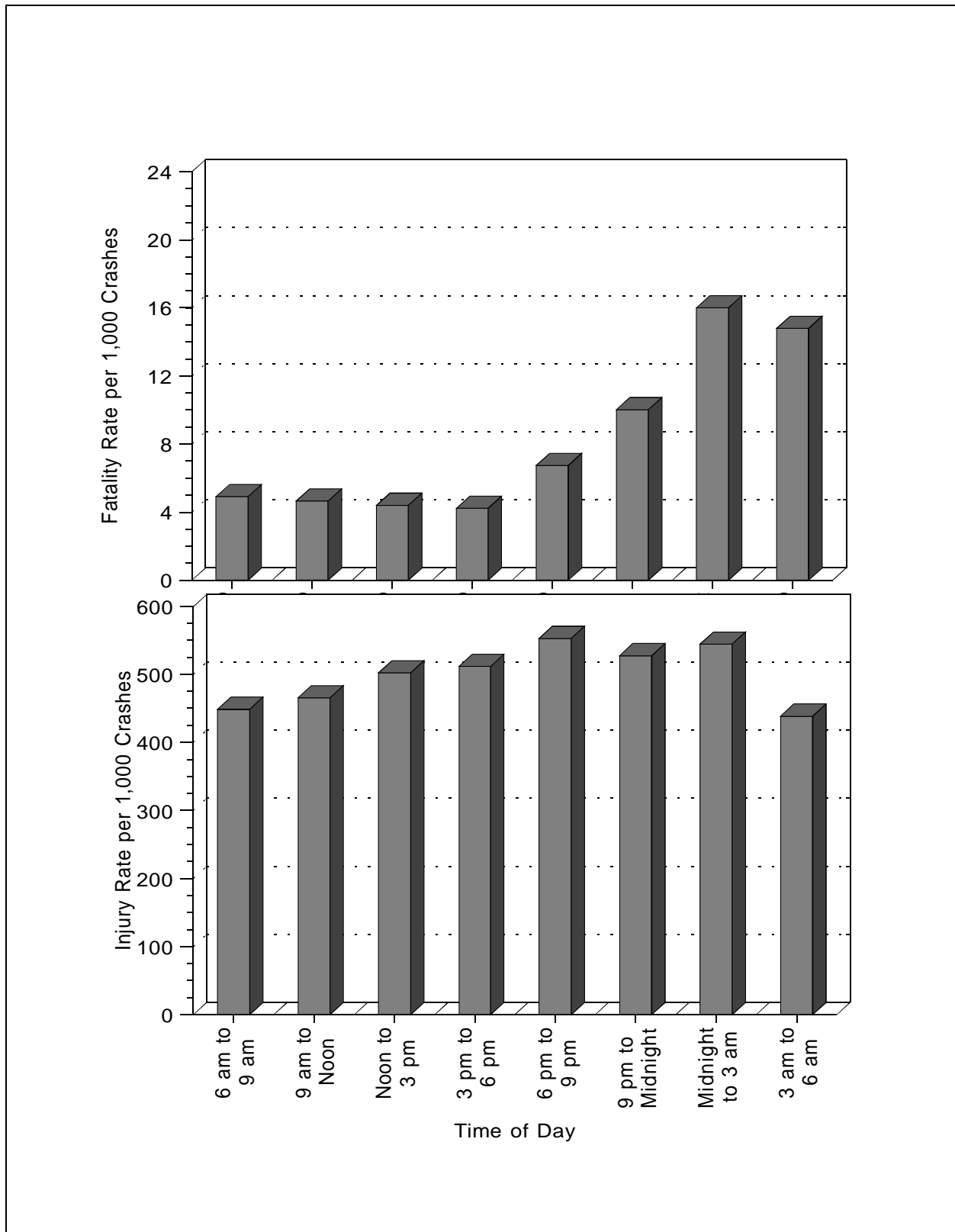


Figure 24
Fatality and Injury Rates per 1,000 Crashes by Speed Limit

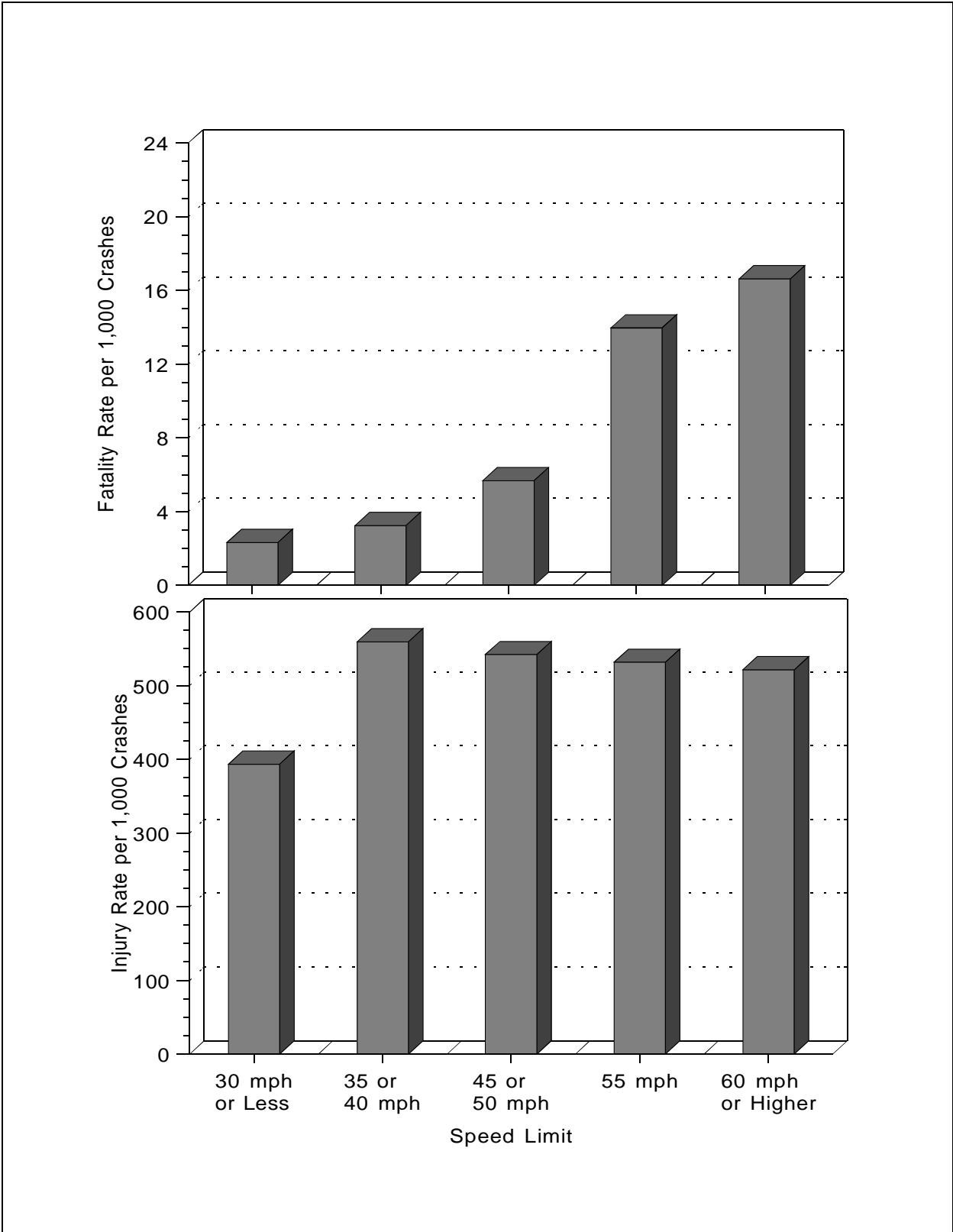


Table 63
Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity, 1996

Age (Years)	Sex				Total	
	Male		Female		Drivers	Involvement Rate
	Drivers	Involvement Rate	Drivers	Involvement Rate		
Drivers in Fatal Crashes						
<16	306	*	107	*	413	*
16-20	5,619	89.30	2,204	38.02	7,824	64.72
21-24	4,740	74.43	1,465	24.39	6,205	50.14
25-34	9,576	49.17	3,312	17.60	12,889	33.66
35-44	8,070	39.76	2,885	14.29	10,955	27.06
45-54	5,316	34.09	1,811	11.70	7,127	22.94
55-64	3,146	31.76	1,091	11.20	4,237	21.56
65-69	1,228	29.00	487	11.51	1,715	20.26
>69	3,204	38.44	1,468	16.78	4,672	27.35
Unknown	171	--	20	--	964	--
Total**	41,376	45.71	14,850	16.68	57,001	31.75
Drivers in Injury Crashes						
<16	13,000	*	10,000	*	23,000	*
16-20	377,000	5,985	287,000	4,958	664,000	5,492
21-24	260,000	4,081	175,000	2,914	435,000	3,514
25-34	590,000	3,027	428,000	2,274	1,017,000	2,657
35-44	482,000	2,373	371,000	1,837	853,000	2,106
45-54	319,000	2,046	223,000	1,441	542,000	1,745
55-64	168,000	1,695	107,000	1,093	274,000	1,397
65-69	68,000	1,617	44,000	1,034	112,000	1,326
>69	132,000	1,580	93,000	1,062	225,000	1,315
Total	2,408,000	2,660	1,738,000	1,952	4,145,000	2,309
Drivers in Property-Damage-Only Crashes						
<16	21,000	*	12,000	*	33,000	*
16-20	728,000	11,572	480,000	8,277	1,208,000	9,992
21-24	493,000	7,738	314,000	5,232	807,000	6,521
25-34	1,177,000	6,044	735,000	3,906	1,912,000	4,993
35-44	1,105,000	5,442	647,000	3,203	1,751,000	4,325
45-54	734,000	4,705	412,000	2,662	1,146,000	3,687
55-64	338,000	3,414	191,000	1,959	529,000	2,692
65-69	121,000	2,864	77,000	1,811	198,000	2,337
>69	247,000	2,964	152,000	1,738	399,000	2,336
Total	4,963,000	5,483	3,019,000	3,391	7,982,000	4,446
Drivers in All Crashes						
<16	34,000	*	22,000	*	56,000	*
16-20	1,110,000	17,645	769,000	13,273	1,880,000	15,549
21-24	757,000	11,893	491,000	8,170	1,248,000	10,086
25-34	1,776,000	9,120	1,166,000	6,197	2,942,000	7,684
35-44	1,594,000	7,855	1,021,000	5,054	2,615,000	6,458
45-54	1,058,000	6,785	637,000	4,115	1,695,000	5,455
55-64	509,000	5,141	298,000	3,063	808,000	4,110
65-69	191,000	4,510	121,000	2,856	312,000	3,683
>69	382,000	4,583	246,000	2,816	628,000	3,678
Unknown	***	*	***	*	1,000	*
Total	7,413,000	8,189	4,771,000	5,360	12,185,000	6,787

* Not applicable.

** Includes 775 drivers of unknown sex.

*** Less than 500.

Note: 1997 data for licensed drivers not available at time of publication.

Source: Licensed Drivers—Federal Highway Administration.

Figure 25
Driver Involvement Rates per 100,000 Licensed Drivers by Crash Severity, Age, and Sex, 1996

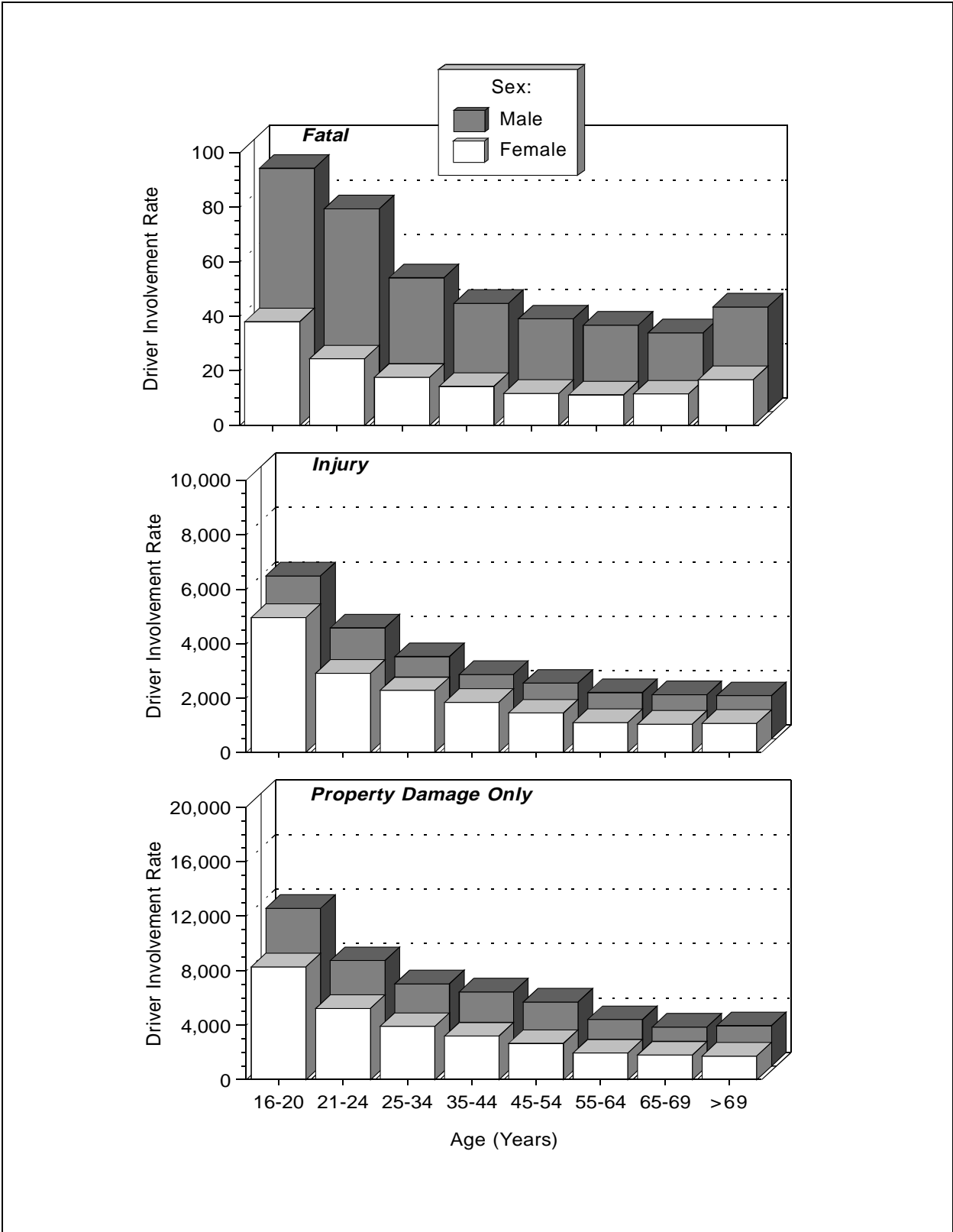


Table 64
Drivers Involved in Fatal Crashes by Previous Driving Record and License Status

Previous Convictions	Valid License (48,994)		Invalid License (5,941)		Total (54,935)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,881	16.1	937	15.8	8,818	16.1
Previous Recorded Suspensions or Revocations	3,355	6.8	2,867	48.3	6,222	11.3
Previous DWI Convictions	869	1.8	932	15.7	1,801	3.3
Previous Speeding Convictions	10,572	21.6	1,152	19.4	11,724	21.3
Previous Other Harmful Moving Convictions	7,716	15.7	1,373	23.1	9,089	16.5
Drivers with No Previous Conviction	29,065	59.3	2,564	43.2	31,629	57.6

Notes: Table does not include 1,667 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions.

Table 65
Related Factors for Drivers Involved in Fatal Crashes

Factors	Number	Percent
Failure to keep in proper lane or running off road	16,338	28.9
Driving too fast for conditions or in excess of posted speed limit	11,439	20.2
Failure to yield right of way	5,279	9.3
Inattentive (talking, eating, etc.)	4,075	7.2
Failure to obey traffic signs, signals, or officer	3,067	5.4
Operating vehicle in erratic, reckless, careless, or negligent manner	2,866	5.1
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	2,239	4.0
Drowsy, asleep, fatigued, ill, or blackout	1,760	3.1
Overcorrecting/oversteering	1,726	3.0
Making improper turn	1,305	2.3
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,272	2.2
Driving wrong way on one-way trafficway or on wrong side of road	1,225	2.2
Other factors	8,730	15.4
None reported	20,840	36.8
Unknown	951	1.7
Total Drivers	56,602	100.0

Note: The sum of the numbers and percentages is greater than total drivers as more than one factor may be present for the same driver.

Table 66
Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Passenger Car						
Drivers	14,710	178,000	416,000	993,000	1,587,000	1,601,000
Passengers	7,204	84,000	200,000	506,000	791,000	798,000
Unknown	75	*	*	*	*	*
<i>Total</i>	<i>21,989</i>	<i>262,000</i>	<i>616,000</i>	<i>1,499,000</i>	<i>2,378,000</i>	<i>2,400,000</i>
Light Truck						
Drivers	6,921	64,000	139,000	297,000	500,000	507,000
Passengers	3,281	40,000	73,000	155,000	268,000	271,000
Unknown	22	*	*	*	*	*
<i>Total</i>	<i>10,224</i>	<i>103,000</i>	<i>212,000</i>	<i>453,000</i>	<i>768,000</i>	<i>778,000</i>
Large Truck						
Drivers	622	4,000	7,000	14,000	25,000	26,000
Passengers	94	1,000	1,000	4,000	6,000	6,000
Unknown	1	*	*	*	*	*
<i>Total</i>	<i>717</i>	<i>4,000</i>	<i>9,000</i>	<i>19,000</i>	<i>31,000</i>	<i>32,000</i>
Motorcycle						
Operators	1,929	13,000	25,000	11,000	49,000	51,000
Passengers	177	2,000	2,000	**	5,000	5,000
Unknown	0	*	*	*	*	*
<i>Total</i>	<i>2,106</i>	<i>15,000</i>	<i>27,000</i>	<i>12,000</i>	<i>54,000</i>	<i>56,000</i>
Bus	17	1,000	1,000	15,000	17,000	17,000
Other/Unknown	640	1,000	2,000	2,000	5,000	6,000
Total	35,693	387,000	868,000	1,999,000	3,253,000	3,289,000

* Not applicable.

** Less than 500.

Table 67
Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown	
Occupants Killed							
Male	12,771	7,495	678	1,918	13	354	23,229
Female	9,208	2,722	39	188	4	98	12,259
Unknown	10	7	0	0	0	188	205
Total	21,989	10,224	717	2,106	17	640	35,693
Occupants Injured							
Male	995,000	462,000	30,000	48,000	7,000	4,000	1,545,000
Female	1,383,000	306,000	2,000	6,000	10,000	2,000	1,708,000
Total	2,378,000	768,000	31,000	54,000	17,000	5,000	3,253,000

Table 68
Vehicle Occupants Killed or Injured, by Age and Vehicle Type

Age (Years)	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
<5	406	187	5	0	0	6	604
5-9	274	183	4	2	3	10	476
10-15	669	368	4	39	1	55	1,136
16-20	3,762	1,326	21	184	2	61	5,356
21-24	2,211	910	27	294	0	44	3,486
25-34	3,710	1,923	150	636	2	70	6,491
35-44	2,746	1,882	169	497	0	63	5,357
45-54	2,029	1,326	177	289	5	39	3,865
55-64	1,482	856	114	113	3	27	2,595
65-74	1,854	697	35	38	1	29	2,654
>74	2,803	551	9	13	0	47	3,423
Unknown	43	15	2	1	0	189	250
Total	21,989	10,224	717	2,106	17	640	35,693
Occupants Injured							
<5	55,000	22,000	*	*	*	*	77,000
5-9	64,000	27,000	*	*	2,000	*	93,000
10-15	111,000	40,000	*	2,000	5,000	2,000	159,000
16-20	452,000	113,000	1,000	5,000	3,000	1,000	576,000
21-24	259,000	62,000	3,000	9,000	1,000	1,000	335,000
25-34	483,000	168,000	10,000	15,000	2,000	*	678,000
35-44	377,000	162,000	8,000	12,000	1,000	*	561,000
45-54	241,000	91,000	5,000	7,000	2,000	*	346,000
55-64	132,000	44,000	3,000	2,000	1,000	*	182,000
65-74	115,000	26,000	*	2,000	*	*	144,000
>74	89,000	13,000	*	*	*	*	102,000
Total	2,378,000	768,000	31,000	54,000	17,000	5,000	3,253,000

* Less than 500.

Table 69
Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	--	0	--	0	--	300	49.7	302	50.0	604	100.0
5-9	1	100.0	0	--	1	100.0	237	49.9	237	49.9	475	100.0
10-15	127	71.8	50	28.2	177	100.0	505	52.7	453	47.2	959	100.0
16-20	2,313	71.5	923	28.5	3,236	100.0	1,282	60.5	836	39.4	2,120	100.0
21-24	1,939	78.8	522	21.2	2,461	100.0	678	66.1	346	33.8	1,025	100.0
25-34	3,722	75.1	1,234	24.9	4,957	100.0	925	60.3	608	39.6	1,534	100.0
35-44	3,156	73.6	1,131	26.4	4,288	100.0	521	48.7	547	51.2	1,069	100.0
45-54	2,274	73.6	816	26.4	3,090	100.0	322	41.5	452	58.3	775	100.0
55-64	1,401	69.9	602	30.1	2,003	100.0	186	31.4	404	68.2	592	100.0
65-74	1,295	66.2	661	33.8	1,956	100.0	196	28.1	502	71.9	698	100.0
>74	1,524	65.3	810	34.7	2,334	100.0	282	25.9	807	74.1	1,089	100.0
Unknown	15	10.6	1	0.7	141	100.0	28	25.7	15	13.8	109	100.0
Total*	17,767	72.1	6,750	27.4	24,644	100.0	5,462	49.4	5,509	49.9	11,049	100.0
Occupants Injured												
<5	**	**	**	**	**	**	36,000	47.1	41,000	52.9	77,000	100.0
5-9	**	**	**	**	**	**	43,000	46.3	50,000	53.7	93,000	100.0
10-15	7,000	57.6	5,000	42.4	12,000	100.0	65,000	44.2	83,000	55.8	148,000	100.0
16-20	177,000	49.4	182,000	50.6	359,000	100.0	94,000	43.4	123,000	56.6	217,000	100.0
21-24	123,000	51.6	116,000	48.4	239,000	100.0	42,000	44.1	53,000	55.9	96,000	100.0
25-34	264,000	50.5	259,000	49.5	522,000	100.0	71,000	45.4	85,000	54.6	155,000	100.0
35-44	223,000	49.9	224,000	50.1	446,000	100.0	45,000	39.6	69,000	60.4	115,000	100.0
45-54	143,000	52.3	131,000	47.7	274,000	100.0	21,000	29.4	51,000	70.6	72,000	100.0
55-64	73,000	52.1	67,000	47.9	140,000	100.0	11,000	25.4	31,000	74.6	42,000	100.0
65-74	54,000	52.4	49,000	47.6	103,000	100.0	8,000	20.8	32,000	79.2	41,000	100.0
>74	37,000	51.8	35,000	48.2	72,000	100.0	7,000	22.6	24,000	77.4	31,000	100.0
Total	1,101,000	50.8	1,066,000	49.2	2,167,000	100.0	444,000	40.9	642,000	59.1	1,086,000	100.0

* Includes 127 killed drivers and 78 killed passengers of unknown sex.

** Less than 500 or less than 0.05 percent.

Table 70
Vehicle Occupants Killed or Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event								Total	
	Collision with						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	12,352	56.2	534	2.4	5,368	24.4	3,728	17.0	21,989	100.0
Light Truck	3,789	37.1	307	3.0	2,106	20.6	4,022	39.3	10,224	100.0
Large Truck	158	22.0	48	6.7	166	23.2	344	48.0	717	100.0
Motorcycle	1,105	52.5	69	3.3	595	28.3	335	15.9	2,106	100.0
Bus	10	58.8	0	--	3	17.6	4	23.5	17	100.0
Other/Unknown	213	33.3	15	2.3	89	13.9	119	18.6	640	100.0
Total*	17,627	49.4	973	2.7	8,327	23.3	8,552	24.0	35,693	100.0
Occupants Injured										
Passenger Car	1,955,000	82.2	54,000	2.3	303,000	12.7	66,000	2.8	2,378,000	100.0
Light Truck	575,000	74.8	16,000	2.1	124,000	16.2	53,000	6.9	768,000	100.0
Large Truck	16,000	52.6	1,000	4.3	6,000	19.6	7,000	23.4	31,000	100.0
Motorcycle	28,000	51.7	2,000	4.1	8,000	15.6	15,000	28.6	54,000	100.0
Bus	16,000	92.6	**	0.8	1,000	3.1	1,000	3.6	17,000	100.0
Other/Unknown	2,000	33.9	**	3.2	1,000	28.0	2,000	34.9	5,000	100.0
Total	2,591,000	79.7	74,000	2.3	444,000	13.6	144,000	4.4	3,253,000	100.0

* Includes 214 fatalities with unknown most harmful event.

** Less than 500 or less than 0.05 percent.

Table 71
Vehicle Occupants Killed or Injured, by Initial Point of Impact and Vehicle Type

Initial Point of Impact	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown	
Occupants Killed							
Front	11,562	5,500	440	1,367	13	188	19,070
Left Side	3,841	915	33	152	1	41	4,983
Right Side	3,534	958	51	149	1	45	4,738
Rear	1,066	394	21	64	0	45	1,590
Other*	527	293	31	76	0	3	930
Noncollision	1,095	1,893	120	186	2	76	3,372
Unknown	364	271	21	112	0	242	1,010
Total	21,989	10,224	717	2,106	17	640	35,693
Occupants Injured							
Front	1,049,000	338,000	11,000	23,000	5,000	2,000	1,428,000
Left Side	382,000	110,000	5,000	6,000	2,000	**	505,000
Right Side	357,000	101,000	4,000	6,000	2,000	1,000	472,000
Rear	532,000	171,000	3,000	2,000	7,000	**	716,000
Other*	8,000	4,000	1,000	**	**	**	12,000
Noncollision	51,000	44,000	7,000	15,000	1,000	2,000	120,000
Total	2,378,000	768,000	31,000	54,000	17,000	5,000	3,253,000

* Includes top, undercarriage, override, and underride.

** Less than 500.

Table 72
Vehicle Occupants Killed or Injured, by Vehicle Type and Ejection

Vehicle Type	Ejected		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	4,369	19.9	17,539	79.8	81	0.4	21,989	100.0
Light Truck	4,119	40.3	6,048	59.2	57	0.6	10,224	100.0
Large Truck	228	31.8	483	67.4	6	0.8	717	100.0
Bus	4	23.5	13	76.5	0	0.0	17	100.0
Other/Unknown	149	23.3	262	40.9	229	35.8	640	100.0
Total*	8,869	26.4	24,345	72.5	373	1.1	33,587	100.0
Occupants Injured								
Passenger Car	11,000	0.5	2,367,000	99.5	**	**	2,378,000	100.0
Light Truck	6,000	0.7	762,000	99.3	**	**	768,000	100.0
Large Truck	1,000	2.4	31,000	97.6	**	**	31,000	100.0
Bus	**	**	17,000	100.0	**	**	17,000	100.0
Other/Unknown	**	1.5	5,000	98.5	**	**	5,000	100.0
Total*	17,000	0.5	3,182,000	99.5	**	**	3,199,000	100.0

* Excludes motorcycle occupants.

** Less than 500 or less than 0.05 percent.

Table 73
Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved

Vehicles Involved				Total Occupants Killed
Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	
Passenger Car	--	Passenger Car	--	4,107
Passenger Car	4,523	Light Truck	1,083	5,606
Passenger Car	2,122	Large Truck	34	2,156
Passenger Car	12	Motorcycle	542	554
Passenger Car	119	Bus	0	119
Passenger Car	113	Other/Unknown	71	184
Light Truck	--	Light Truck	--	1,348
Light Truck	1,154	Large Truck	42	1,196
Light Truck	4	Motorcycle	399	403
Light Truck	45	Bus	1	46
Light Truck	51	Other/Unknown	79	130
Large Truck	--	Large Truck	--	83
Large Truck	0	Motorcycle	74	74
Large Truck	3	Bus	9	12
Large Truck	0	Other/Unknown	27	27
Motorcycle	--	Motorcycle	--	27
Motorcycle	5	Bus	0	5
Motorcycle	12	Other/Unknown	0	12
Bus	0	Other/Unknown	1	1
Other/Unknown	--	Other/Unknown	--	109
Total Occupants Killed				16,199

Vehicles Involved				Total Occupants Injured
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	
Passenger Car	--	Passenger Car	--	1,117,000
Passenger Car	470,000	Light Truck	292,000	762,000
Passenger Car	52,000	Large Truck	8,000	60,000
Passenger Car	3,000	Motorcycle	19,000	21,000
Passenger Car	5,000	Bus	9,000	14,000
Passenger Car	2,000	Other/Unknown	1,000	3,000
Light Truck	71,000	Light Truck	92,000	163,000
Light Truck	19,000	Large Truck	3,000	22,000
Light Truck	1,000	Motorcycle	7,000	8,000
Light Truck	1,000	Bus	6,000	7,000
Light Truck	1,000	Other/Unknown	1,000	2,000
Large Truck	--	Large Truck	--	3,000
Total Occupants Injured				2,183,000

Table 74
Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type

Body Type	Occupants Involved		Occupants Killed		Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%		No.	%	No.	%
Passenger Cars	51,175	53.9	21,989	61.6	Large Trucks	5,644	5.9	717	2.0
Convertible	419	0.4	174	0.5	Step Van	46	*	7	*
2 Door Sedan, Hardtop, Coupe	15,295	16.1	6,921	19.4	Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	201	0.2	33	0.1
3 Door/2 Door Hatchback	3,492	3.7	1,665	4.7	Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	351	0.4	56	0.2
4 Door Sedan Hardtop	27,319	28.8	11,347	31.8	Single Unit Heavy Truck (GVWR > 26,000 lb)	866	0.9	111	0.3
5 Door/4 Door Hatchback	806	0.8	394	1.1	Single Unit Truck, Unknown GVWR	118	0.1	23	0.1
Station Wagon	1,990	2.1	809	2.3	Truck Tractor	3,967	4.2	480	1.3
Hatchback, Doors Unknown	124	0.1	60	0.2	Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	14	*	1	*
Other Auto	415	0.4	150	0.4	Unknown Heavy Truck (GVWR > 26,000 lb)	6	*	1	*
Unknown Auto	1,173	1.2	404	1.1	Unknown Large Truck Type	75	0.1	5	*
Auto-Based Pickup	139	0.1	65	0.2					
Auto-Based Panel	3	*	0	--	Motorcycles	2,501	2.6	2,106	5.9
Light Trucks	32,728	34.5	10,224	28.6	Motorcycle	2,404	2.5	2,018	5.7
Compact Utility	5,992	6.3	1,929	5.4	Moped	23	*	22	0.1
Large Utility	1,013	1.1	272	0.8	Three Wheel Motorcycle or Moped	7	*	6	*
Utility Station Wagon	827	0.9	171	0.5	Off-Road Motorcycle (Two Wheel)	35	*	28	0.1
Utility, Unknown Body Type	17	*	6	*	Other Motorcycle/Minibike	22	*	22	0.1
Minivan	4,858	5.1	1,200	3.4	Unknown Motorcycle	10	*	10	*
Large Van	3,041	3.2	663	1.9					
Step Van	136	0.1	18	0.1	Buses**	891	0.9	17	*
Van-Based School Bus	7	*	0	--	School Bus	299	0.3	7	*
Van-Based Transit Bus	28	*	2	*	Cross Country/Intercity Bus	245	0.3	4	*
Other Van Type	73	0.1	12	*	Transit Bus	158	0.2	3	*
Unknown Van Type	164	0.2	26	0.1	Other Bus	115	0.1	2	*
Compact Pickup	6,311	6.7	2,652	7.4	Unknown Bus	74	0.1	1	*
Standard Pickup	9,644	10.2	3,105	8.7					
Pickup with Camper	145	0.2	49	0.1	Other Vehicles	739	0.8	340	1.0
Unknown Pickup Style Truck	128	0.1	52	0.1	Large Limousine	7	*	1	*
Cab Chassis-Based Light Truck	179	0.2	35	0.1	Van-Based Motorhome	55	0.1	8	*
Other Conventional Light Truck	4	*	1	*	Light Truck-Based Motorhome	5	*	1	*
Unknown Light Truck (not pickup)	57	0.1	8	*	Large Truck-Based Motorhome	69	0.1	17	*
Unknown Light Vehicle Type	99	0.1	22	0.1	Unknown Truck Camper/Motorhome	87	0.1	12	*
Unknown Truck	5	*	1	*	All Terrain Vehicle	182	0.2	130	0.4
					Snowmobile	60	0.1	50	0.1
					Farm Equipment Except Trucks	164	0.2	52	0.1
					Construction Equipment Except Trucks	19	*	3	*
					Motorized Wheelchair	5	*	5	*
					Other Vehicle	86	0.1	61	0.2
					Unknown Body Type	1,218	1.3	300	0.8
					Total	94,896	100.0	35,693	100.0

* Less than 0.05 percent.

** Noninjured passengers are not included in this bus occupant count. All bus drivers are included, regardless of injury severity.

Table 75
Passenger Car Occupants Involved in Fatal Crashes and Occupants Killed,
by Car Wheelbase Size

Passenger Car Wheelbase Size	Occupants Involved in Fatal Crashes		Occupants Killed		Percent of Occupants Killed by Car Wheelbase Size
	Number	Percent of Total	Number	Percent of Total	
Minicompact (under 95 inches)	3,418	6.7	1,745	7.9	51.1
Subcompact (95 to 99 inches)	9,518	18.6	4,397	20.0	46.2
Compact (100 to 104 inches)	16,221	31.7	7,108	32.3	43.8
Intermediate (105 to 109 inches)	11,520	22.5	4,736	21.5	41.1
Full Size (110 to 114 inches)	5,690	11.1	2,222	10.1	39.1
Largest Size (115 inches and over)	3,318	6.5	1,230	5.6	37.1
Unknown	1,490	2.9	551	2.5	37.0
Total	51,175	100.0	21,989	100.0	43.0

Table 76
Persons Killed or Injured in Alcohol-Related Crashes, by Person Type and Injury Severity

Person Type	Persons Killed*	Persons Injured by Injury Severity**			Total Injured
		Incapacitating	Nonincapacitating	Other	
Vehicle Occupants					
Driver	9,706	40,000	77,000	89,000	206,000
Passenger	3,722	21,000	28,000	56,000	105,000
Unknown Occupant	45	***	***	***	***
<i>Subtotal</i>	<i>13,473</i>	<i>61,000</i>	<i>105,000</i>	<i>145,000</i>	<i>310,000</i>
Nonmotorists					
Pedestrian	2,392	4,000	3,000	3,000	11,000
Pedalcyclist	269	1,000	2,000	***	3,000
Other	56	1,000	1,000	2,000	3,000
<i>Subtotal</i>	<i>2,716</i>	<i>6,000</i>	<i>6,000</i>	<i>5,000</i>	<i>17,000</i>
Total	16,189	66,000	111,000	150,000	327,000

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater in the crash. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

** Police-reported alcohol involvement in the crash.

*** Less than 500.

Table 77
Drivers Involved in Crashes by Age, Alcohol Involvement, and Crash Severity

Age (Years)	Alcohol Involvement				Total	
	Yes		No		Number	Percent
	Number	Percent	Number	Percent		

Drivers in Fatal Crashes*

<16	22	6.5	321	93.5	343	100.0
16-20	1,650	21.5	6,020	78.5	7,670	100.0
21-24	1,979	35.0	3,681	65.0	5,660	100.0
25-34	3,852	31.1	8,526	68.9	12,378	100.0
35-44	2,959	27.3	7,869	72.7	10,828	100.0
45-54	1,413	18.9	6,049	81.1	7,462	100.0
55-64	572	13.1	3,792	86.9	4,364	100.0
65-74	321	9.5	3,046	90.5	3,367	100.0
>74	168	5.1	3,113	94.9	3,281	100.0
Unknown	458	36.7	791	63.3	1,249	100.0
Total	13,393	23.7	43,209	76.3	56,602	100.0

Drivers in Injury Crashes**

<16	1,000	5.4	18,000	94.6	19,000	100.0
16-20	26,000	4.0	636,000	96.0	662,000	100.0
21-24	33,000	7.4	406,000	92.6	439,000	100.0
25-34	62,000	6.3	917,000	93.7	979,000	100.0
35-44	42,000	5.3	759,000	94.7	801,000	100.0
45-54	24,000	4.6	501,000	95.4	525,000	100.0
55-64	7,000	2.7	260,000	97.3	268,000	100.0
65-74	5,000	2.7	192,000	97.3	197,000	100.0
>74	3,000	2.0	134,000	98.0	136,000	100.0
Total	204,000	5.1	3,824,000	94.9	4,027,000	100.0

Drivers in Property-Damage-Only Crashes**

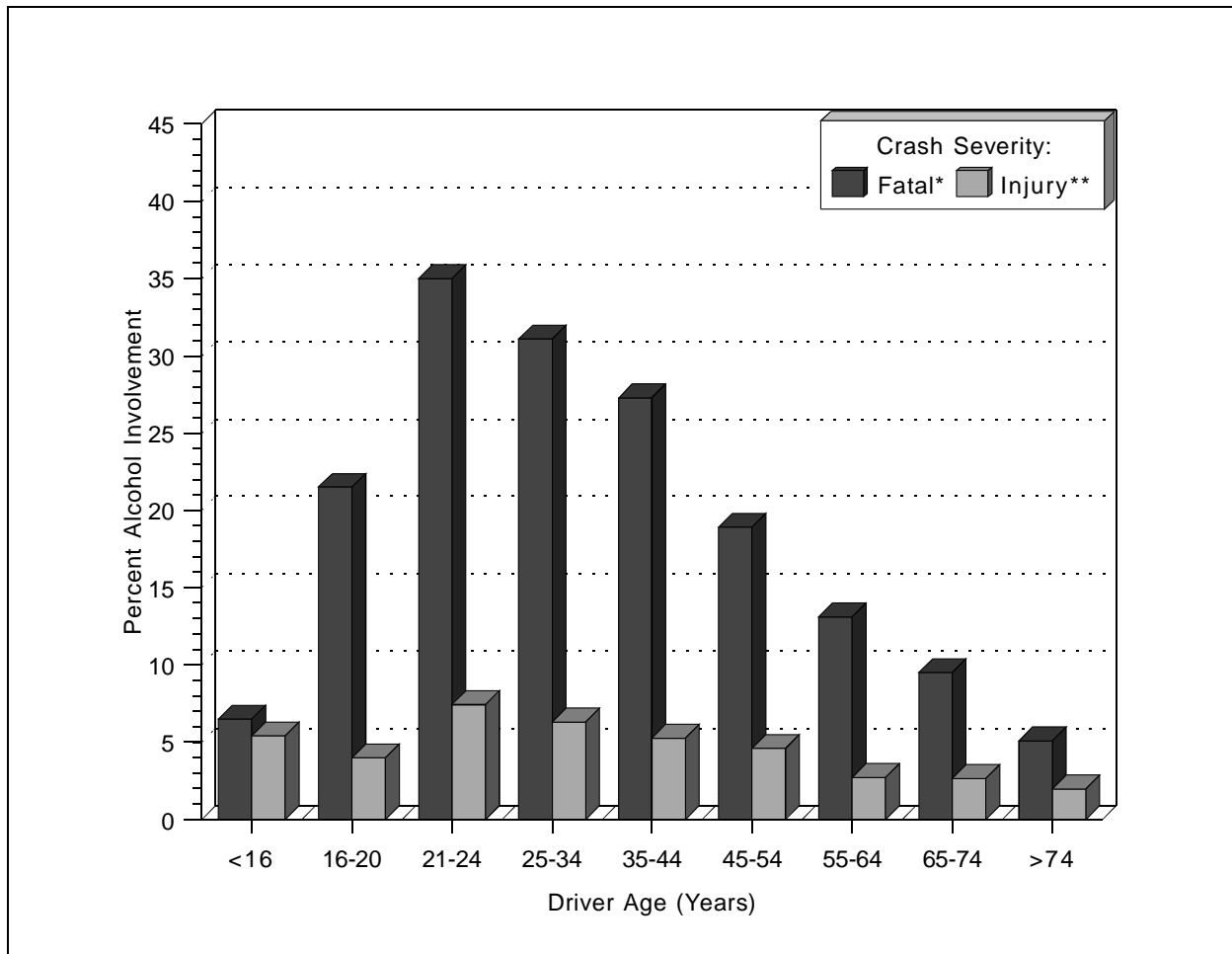
<16	1,000	3.3	28,000	96.7	29,000	100.0
16-20	44,000	3.4	1,257,000	96.6	1,301,000	100.0
21-24	32,000	3.9	803,000	96.1	835,000	100.0
25-34	55,000	2.9	1,805,000	97.1	1,860,000	100.0
35-44	47,000	3.0	1,518,000	97.0	1,565,000	100.0
45-54	41,000	3.5	1,144,000	96.5	1,185,000	100.0
55-64	10,000	1.9	510,000	98.1	520,000	100.0
65-74	6,000	1.6	351,000	98.4	357,000	100.0
>74	17,000	5.1	313,000	94.9	330,000	100.0
Total	252,000	3.2	7,730,000	96.8	7,982,000	100.0

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

** Police-reported alcohol involvement.

*** Less than 500.

Figure 26
Percent of Driver Alcohol Involvement for Fatal and Injury Crashes



* For fatal crashes, alcohol involvement is a blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.

** For injury crashes, alcohol involvement is police-reported alcohol involvement.

Table 78
Drivers Killed or Injured, by Time of Day, Day of Week, Age, Alcohol Involvement,
and Crash Type

Time of Day and Day of Week	Killed*				Injured**			
	Under 21		21 and Older		Under 21		21 and Older	
	Number Killed	Percent with Alcohol Involvement	Number Killed	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement
Single-Vehicle Crashes								
Daytime	639	14.3	3,870	26.1	51,000	6.1	168,000	8.5
Weekday	404	10.4	2,645	21.1	37,000	4.5	120,000	6.8
Weekend	235	21.1	1,225	36.8	14,000	10.2	48,000	12.6
Nighttime	1,188	52.7	5,514	72.0	63,000	19.1	151,000	34.1
Weekday	496	42.9	2,415	66.9	26,000	13.8	73,000	29.8
Weekend	692	59.6	3,099	75.9	37,000	22.9	78,000	38.1
Multiple-Vehicle Crashes								
Daytime	890	6.4	7,398	10.5	174,000	0.6	1,116,000	1.2
Weekday	656	5.5	5,640	8.8	139,000	0.2	905,000	1.0
Weekend	234	9.0	1,758	15.6	35,000	2.2	211,000	2.1
Nighttime	654	25.4	4,081	41.6	82,000	3.6	361,000	8.9
Weekday	319	22.1	1,967	35.8	42,000	2.4	190,000	6.9
Weekend	335	28.6	2,114	47.0	40,000	4.8	172,000	11.1

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

** Police-reported alcohol involvement.

Table 79
Drivers Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)

Age (Years)	Driver's BAC								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	165	92.5	5	2.9	8	4.6	13	7.5	178	100.0
16-20	2,292	70.8	244	7.5	700	21.6	944	29.2	3,236	100.0
21-24	1,234	50.2	222	9.0	1,004	40.8	1,227	49.8	2,461	100.0
25-34	2,491	50.2	419	8.4	2,048	41.3	2,466	49.8	4,957	100.0
35-44	2,261	52.7	281	6.6	1,745	40.7	2,027	47.3	4,288	100.0
45-54	2,053	66.4	187	6.0	850	27.5	1,037	33.6	3,090	100.0
55-64	1,558	77.8	105	5.2	340	17.0	445	22.2	2,003	100.0
65-74	1,699	86.9	64	3.3	192	9.8	257	13.1	1,956	100.0
>74	2,196	94.1	59	2.5	79	3.4	138	5.9	2,334	100.0
Unknown	90	63.6	15	10.7	36	25.7	51	36.4	141	100.0
Total	16,039	65.1	1,601	6.5	7,003	28.4	8,605	34.9	24,644	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 27
Alcohol Involvement (BAC ≥ 0.01) for Drivers Killed, by Driver Age, Crash Type, Time of Day, and Day of Week

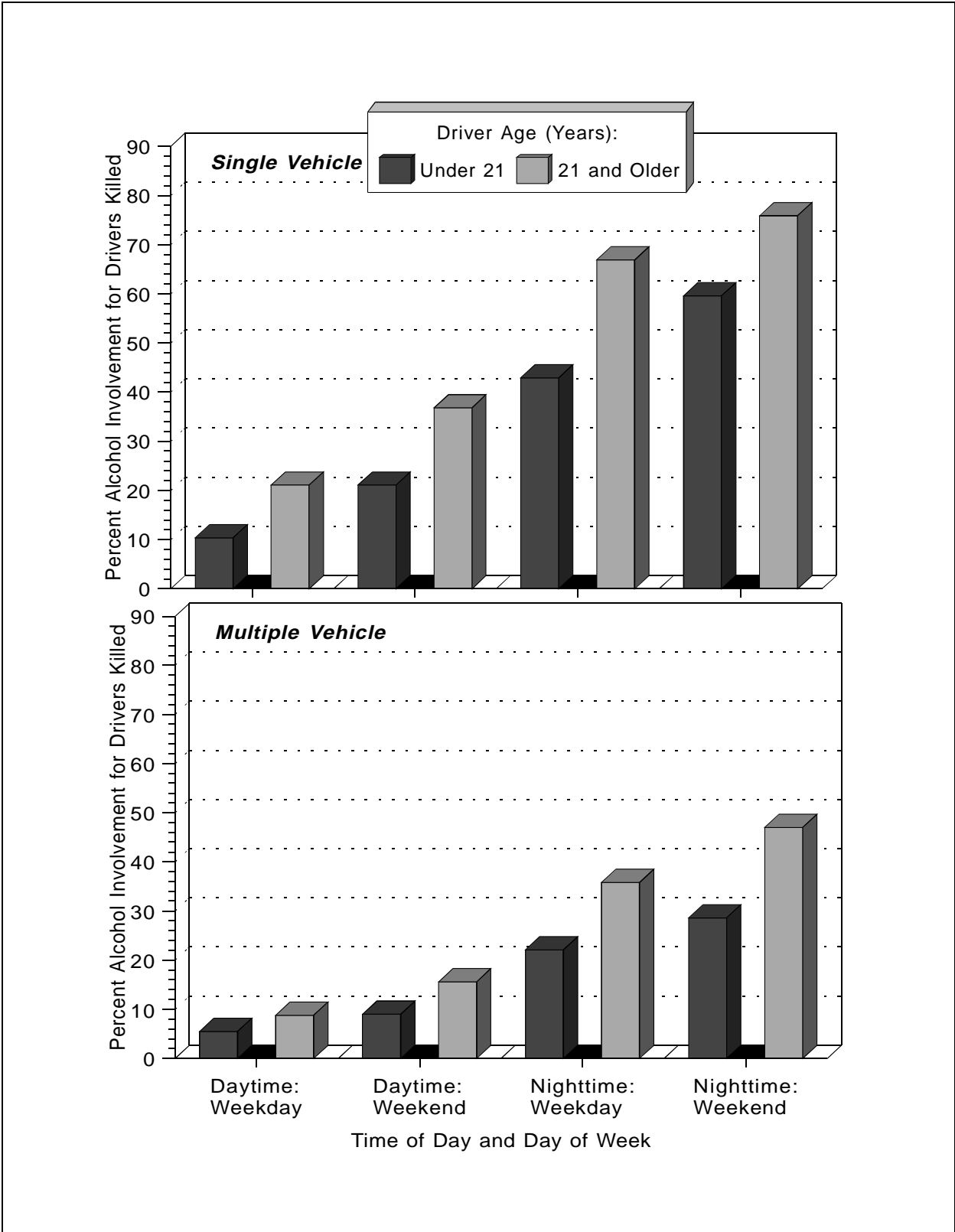


Table 80
Drivers Involved in Crashes by Vehicle Type, Alcohol Involvement, and Crash Severity

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
Passenger Car	7,195	24.3	22,394	75.7	29,589	100.0
Light Truck	4,789	26.0	13,625	74.0	18,414	100.0
Large Truck	103	2.1	4,712	97.9	4,815	100.0
Motorcycle	838	39.0	1,308	61.0	2,146	100.0
Bus	2	0.7	292	99.3	294	100.0
Other/Unknown	467	34.7	877	65.3	1,344	100.0
Total	13,393	23.7	43,209	76.3	56,602	100.0
Drivers in Injury Crashes**						
Passenger Car	136,000	4.9	2,645,000	95.1	2,781,000	100.0
Light Truck	62,000	5.8	1,019,000	94.2	1,081,000	100.0
Large Truck	1,000	0.6	95,000	99.4	95,000	100.0
Motorcycle	4,000	7.8	48,000	92.2	52,000	100.0
Bus	***	***	13,000	100.0	13,000	100.0
Other/Unknown	1,000	15.0	5,000	85.0	6,000	100.0
Total	204,000	5.1	3,824,000	94.9	4,027,000	100.0
Drivers in Property-Damage-Only Crashes**						
Passenger Car	171,000	3.3	5,048,000	96.7	5,219,000	100.0
Light Truck	80,000	3.4	2,281,000	96.6	2,361,000	100.0
Large Truck	1,000	0.2	339,000	99.8	340,000	100.0
Motorcycle	1,000	5.7	10,000	94.3	10,000	100.0
Bus	***	***	40,000	100.0	40,000	100.0
Other/Unknown	***	0.1	11,000	99.9	11,000	100.0
Total	252,000	3.2	7,730,000	96.8	7,982,000	100.0

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

** Police-reported alcohol involvement.

*** Less than 500 or less than 0.05 percent.

Table 81
Persons Killed, by Age and Highest Blood Alcohol Concentration (BAC) in the Crash

Age (Years)	Highest BAC in Crash								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	624	79.2	53	6.7	111	14.1	164	20.8	788	100.0
5-9	662	81.3	57	7.0	95	11.7	153	18.7	815	100.0
10-15	1,201	77.3	117	7.5	235	15.2	353	22.7	1,554	100.0
16-20	3,661	63.6	602	10.5	1,495	26.0	2,096	36.4	5,757	100.0
21-24	1,728	45.7	432	11.4	1,621	42.9	2,053	54.3	3,781	100.0
25-34	3,334	45.3	736	10.0	3,295	44.7	4,031	54.7	7,365	100.0
35-44	3,076	47.8	530	8.2	2,827	43.9	3,356	52.2	6,432	100.0
45-54	2,805	60.1	357	7.7	1,505	32.2	1,862	39.9	4,667	100.0
55-64	2,232	71.1	224	7.1	681	21.7	905	28.9	3,137	100.0
65-74	2,599	81.1	158	4.9	446	13.9	604	18.9	3,203	100.0
>74	3,669	89.0	180	4.4	274	6.6	454	11.0	4,123	100.0
Unknown	187	54.2	39	11.4	119	34.4	158	45.8	345	100.0
Total	25,778	61.4	3,485	8.3	12,704	30.3	16,189	38.6	41,967	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 82
Pedestrians Killed, by Pedestrian's and Driver's Blood Alcohol Concentration (BAC)

Pedestrian's BAC	Driver's BAC						Total	
	0.00		0.01-0.09		0.10 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0.00	2,909	55.8	176	3.4	333	6.4	3,417	65.6
0.01-0.09	196	3.8	26	0.5	41	0.8	263	5.1
0.10 or Higher	1,128	21.7	141	2.7	260	5.0	1,529	29.3
Total*	4,232	81.2	343	6.6	634	12.2	5,209	100.0

* Does not include pedestrians in hit and run crashes.

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 83
Drivers Involved in Crashes by Vehicle Type, Restraint Use, and Crash Severity

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	15,832	53.5	10,606	35.8	3,151	10.6	29,589	100.0
Light Truck	9,294	50.5	7,544	41.0	1,576	8.6	18,414	100.0
Large Truck	3,273	68.0	998	20.7	544	11.3	4,815	100.0
Bus	220	74.8	35	11.9	39	13.3	294	100.0
Other/Unknown	154	11.5	361	26.9	829	61.7	1,344	100.0
Total*	28,773	52.8	19,544	35.9	6,139	11.3	54,456	100.0
Drivers in Injury Crashes								
Passenger Car	2,221,000	79.9	237,000	8.5	323,000	11.6	2,781,000	100.0
Light Truck	849,000	78.6	108,000	10.0	124,000	11.4	1,081,000	100.0
Large Truck	68,000	71.8	11,000	11.9	16,000	16.3	95,000	100.0
Bus	10,000	79.5	1,000	6.8	2,000	13.7	13,000	100.0
Other/Unknown	1,000	12.6	4,000	60.7	2,000	26.7	6,000	100.0
Total*	3,149,000	79.2	361,000	9.1	465,000	11.7	3,976,000	100.0
Drivers in Property-Damage-Only Crashes								
Passenger Car	4,143,000	79.4	210,000	4.0	866,000	16.6	5,219,000	100.0
Light Truck	1,884,000	79.8	107,000	4.5	370,000	15.7	2,361,000	100.0
Large Truck	221,000	65.0	22,000	6.5	97,000	28.5	340,000	100.0
Bus	31,000	76.5	2,000	6.2	7,000	17.4	40,000	100.0
Other/Unknown	5,000	42.4	3,000	26.6	3,000	31.0	11,000	100.0
Total*	6,284,000	78.8	345,000	4.3	1,343,000	16.8	7,972,000	100.0
Drivers in All Crashes								
Passenger Car	6,380,000	79.5	458,000	5.7	1,192,000	14.8	8,029,000	100.0
Light Truck	2,743,000	79.2	223,000	6.4	495,000	14.3	3,461,000	100.0
Large Truck	293,000	66.5	34,000	7.8	113,000	25.6	440,000	100.0
Bus	41,000	77.2	3,000	6.3	9,000	16.5	53,000	100.0
Other/Unknown	6,000	30.4	7,000	37.8	6,000	31.8	19,000	100.0
Total*	9,462,000	78.8	726,000	6.0	1,814,000	15.1	12,002,000	100.0

* Excludes motorcycle drivers.

Note: Restraint use is determined by police and may be overreported for survivors.

Table 84
Passenger Car, Light Truck, and Large Truck Occupants Killed or Injured,
by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	257	43.0	302	50.5	39	6.5	598	100.0
5-9	175	38.0	251	54.4	35	7.6	461	100.0
10-15	254	24.4	701	67.3	86	8.3	1,041	100.0
16-20	1,412	27.6	3,250	63.6	447	8.7	5,109	100.0
21-24	768	24.4	2,090	66.4	290	9.2	3,148	100.0
25-34	1,467	25.4	3,806	65.8	510	8.8	5,783	100.0
35-44	1,365	28.5	3,023	63.0	409	8.5	4,797	100.0
45-54	1,246	35.3	1,966	55.7	320	9.1	3,532	100.0
55-64	966	39.4	1,262	51.5	224	9.1	2,452	100.0
65-74	1,265	48.9	1,091	42.2	230	8.9	2,586	100.0
>74	1,853	55.1	1,219	36.2	291	8.7	3,363	100.0
Unknown	9	15.0	38	63.3	13	21.7	60	100.0
Total	11,037	33.5	18,999	57.7	2,894	8.8	32,930	100.0
Occupants Injured								
<5	62,000	79.9	11,000	14.1	5,000	5.9	77,000	100.0
5-9	66,000	72.8	18,000	19.7	7,000	7.4	91,000	100.0
10-15	103,000	67.9	37,000	24.6	11,000	7.5	151,000	100.0
16-20	398,000	70.2	125,000	22.1	44,000	7.7	566,000	100.0
21-24	233,000	71.9	61,000	18.7	31,000	9.4	324,000	100.0
25-34	506,000	76.6	98,000	14.8	57,000	8.6	660,000	100.0
35-44	436,000	79.6	66,000	12.0	45,000	8.3	547,000	100.0
45-54	276,000	81.9	34,000	10.1	27,000	8.0	337,000	100.0
55-64	149,000	83.3	18,000	10.1	12,000	6.6	179,000	100.0
65-74	120,000	85.1	12,000	8.7	9,000	6.2	141,000	100.0
>74	84,000	82.2	10,000	9.5	9,000	8.3	102,000	100.0
Total	2,432,000	76.6	489,000	15.4	255,000	8.0	3,177,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

Table 85
Passenger Car, Light Truck, or Large Truck Occupant Survivors of Fatal Crashes
by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,482	67.9	585	26.8	117	5.4	2,184	100.0
5-9	1,250	55.0	868	38.2	154	6.8	2,272	100.0
10-15	1,648	45.7	1,729	47.9	231	6.4	3,608	100.0
16-20	4,468	47.2	4,187	44.3	807	8.5	9,462	100.0
21-24	2,782	50.6	2,142	39.0	570	10.4	5,494	100.0
25-34	6,404	59.7	3,297	30.8	1,020	9.5	10,721	100.0
35-44	5,798	66.8	2,105	24.2	780	9.0	8,683	100.0
45-54	4,123	72.9	1,099	19.4	436	7.7	5,658	100.0
55-64	2,348	74.3	527	16.7	285	9.0	3,160	100.0
65-74	1,575	75.9	328	15.8	173	8.3	2,076	100.0
>74	1,193	76.7	252	16.2	111	7.1	1,556	100.0
Unknown	356	20.4	375	21.5	1,012	58.1	1,743	100.0
Total	33,427	59.0	17,494	30.9	5,696	10.1	56,617	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

Table 86
Passenger Car Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	7,960	40.5	9,940	50.6	1,760	9.0	19,660	100.0
Left	5,838	39.7	7,528	51.2	1,350	9.2	14,716	100.0
Middle	12	21.1	40	70.2	5	8.8	57	100.0
Right	2,109	43.3	2,358	48.4	400	8.2	4,867	100.0
Other/Unknown	1	5.0	14	70.0	5	25.0	20	100.0
Second Seat	478	23.3	1,373	67.0	198	9.7	2,049	100.0
Left	201	26.0	496	64.2	75	9.7	772	100.0
Middle	48	17.4	205	74.3	23	8.3	276	100.0
Right	221	23.7	623	66.7	90	9.6	934	100.0
Other/Unknown	8	11.9	49	73.1	10	14.9	67	100.0
Other	8	13.3	47	78.3	5	8.3	60	100.0
Unknown	11	5.0	138	62.7	71	32.3	220	100.0
Total	8,457	38.5	11,498	52.3	2,034	9.3	21,989	100.0
Passenger Car Occupants Injured								
Front Seat	1,694,000	80.0	260,000	12.3	164,000	7.7	2,118,000	100.0
Left	1,289,000	81.0	174,000	10.9	128,000	8.0	1,591,000	100.0
Middle	9,000	70.2	3,000	22.3	1,000	7.5	13,000	100.0
Right	396,000	77.1	83,000	16.1	35,000	6.8	514,000	100.0
Second Seat	149,000	58.6	79,000	31.0	27,000	10.4	255,000	100.0
Left	55,000	58.5	30,000	31.6	9,000	10.0	94,000	100.0
Middle	20,000	54.8	13,000	34.4	4,000	10.9	37,000	100.0
Right	74,000	59.8	37,000	29.6	13,000	10.6	124,000	100.0
Other	2,000	50.3	1,000	23.9	1,000	25.8	5,000	100.0
Total	1,846,000	77.6	340,000	14.3	192,000	8.1	2,378,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

Table 87
Light Truck Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent

Light Truck Occupants Killed

Front Seat	2,239	25.1	6,069	68.0	614	6.9	8,922	100.0
Left	1,688	24.4	4,748	68.6	484	7.0	6,920	100.0
Middle	21	13.5	123	79.4	11	7.1	155	100.0
Right	527	29.1	1,167	64.5	115	6.4	1,809	100.0
Other/Unknown	3	7.9	31	81.6	4	10.5	38	100.0
Second Seat	172	24.6	470	67.1	58	8.3	700	100.0
Left	70	26.4	170	64.2	25	9.4	265	100.0
Middle	24	16.9	109	76.8	9	6.3	142	100.0
Right	73	27.9	167	63.7	22	8.4	262	100.0
Other/Unknown	5	16.1	24	77.4	2	6.5	31	100.0
Other	15	3.5	387	91.5	21	5.0	423	100.0
Unknown	4	2.2	127	70.9	48	26.8	179	100.0
Total	2,430	23.8	7,053	69.0	741	7.2	10,224	100.0

Light Truck Occupants Injured

Front Seat	520,000	75.0	119,000	17.2	54,000	7.7	693,000	100.0
Left	386,000	76.3	77,000	15.3	43,000	8.5	506,000	100.0
Middle	9,000	49.5	7,000	40.9	2,000	9.7	18,000	100.0
Right	124,000	74.1	34,000	20.5	9,000	5.4	168,000	100.0
Second Seat	43,000	65.9	17,000	26.7	5,000	7.4	65,000	100.0
Left	15,000	69.1	5,000	24.5	1,000	6.4	22,000	100.0
Middle	8,000	59.4	4,000	31.2	1,000	9.4	13,000	100.0
Right	20,000	66.4	8,000	26.3	2,000	7.3	29,000	100.0
Other	3,000	30.3	6,000	54.5	2,000	15.2	10,000	100.0
Total	566,000	73.7	142,000	18.5	60,000	7.8	768,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

Table 88
Passenger Car and Light Truck Occupants Killed and Injured,
by Restraint Use and Type of Restraint

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	5,746	26.1	1,754	17.2
Lap Belt	295	1.3	165	1.6
Shoulder Belt	304	1.4	5	0.0
Child Safety Seat	129	0.6	42	0.4
Type Unknown	644	2.9	190	1.9
Restraint Used, Airbag Deployed	1,304	5.9	259	2.5
Safety Belt Used Improperly	35	0.2	15	0.1
<i>Subtotal</i>	<i>8,457</i>	<i>38.5</i>	<i>2,430</i>	<i>23.8</i>
No Restraint Used	10,414	47.4	6,717	65.7
No Restraint Used, Airbag Deployed	1,060	4.8	326	3.2
Child Safety Seat Used Improperly	24	0.1	10	0.1
Restraint Use Unknown	2,034	9.3	741	7.2
Total	21,989	100.0	10,224	100.0
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	1,391,000	58.5	434,000	56.4
Lap Belt	84,000	3.5	35,000	4.5
Shoulder Belt	21,000	0.9	2,000	0.3
Child Safety Seat	23,000	1.0	9,000	1.1
Type Unknown	165,000	6.9	55,000	7.2
Restraint Used, Airbag Deployed	162,000	6.8	31,000	4.0
<i>Subtotal</i>	<i>1,846,000</i>	<i>77.6</i>	<i>566,000</i>	<i>73.7</i>
No Restraint Used	325,000	13.7	140,000	18.3
No Restraint Used, Airbag Deployed	15,000	0.6	2,000	0.2
Restraint Use Unknown	192,000	8.1	60,000	7.8
Total	2,378,000	100.0	768,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

Table 89
Motorcycle Occupants Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcycle Occupants Killed						
Midnight to 3 am	83	8.5	148	13.2	231	11.0
3 am to 6 am	28	2.9	51	4.6	79	3.8
6 am to 9 am	46	4.7	25	2.2	71	3.4
9 am to Noon	73	7.4	70	6.3	143	6.8
Noon to 3 pm	152	15.5	163	14.6	315	15.0
3 pm to 6 pm	224	22.8	182	16.3	406	19.3
6 pm to 9 pm	203	20.7	261	23.4	464	22.0
9 pm to Midnight	164	16.7	212	19.0	376	17.9
Unknown	8	0.8	5	0.4	21	1.0
Total*	981	100.0	1,117	100.0	2,106	100.0
Motorcycle Occupants Injured						
Midnight to 3 am	1,000	4.0	2,000	10.7	4,000	6.8
3 am to 6 am	**	0.9	1,000	3.7	1,000	2.1
6 am to 9 am	3,000	10.2	**	1.5	3,000	6.5
9 am to Noon	3,000	9.5	1,000	6.2	4,000	8.1
Noon to 3 pm	5,000	16.6	4,000	19.2	10,000	17.7
3 pm to 6 pm	11,000	33.8	5,000	21.4	15,000	28.6
6 pm to 9 pm	4,000	14.1	5,000	22.9	10,000	17.8
9 pm to Midnight	3,000	10.9	3,000	14.4	7,000	12.4
Total	31,000	100.0	23,000	100.0	54,000	100.0

* Includes 8 motorcycle operators killed on unknown day of week.

** Less than 500.

Figure 28
Average Number of Motorcyclists Killed per Hour by Time of Day and Day of Week

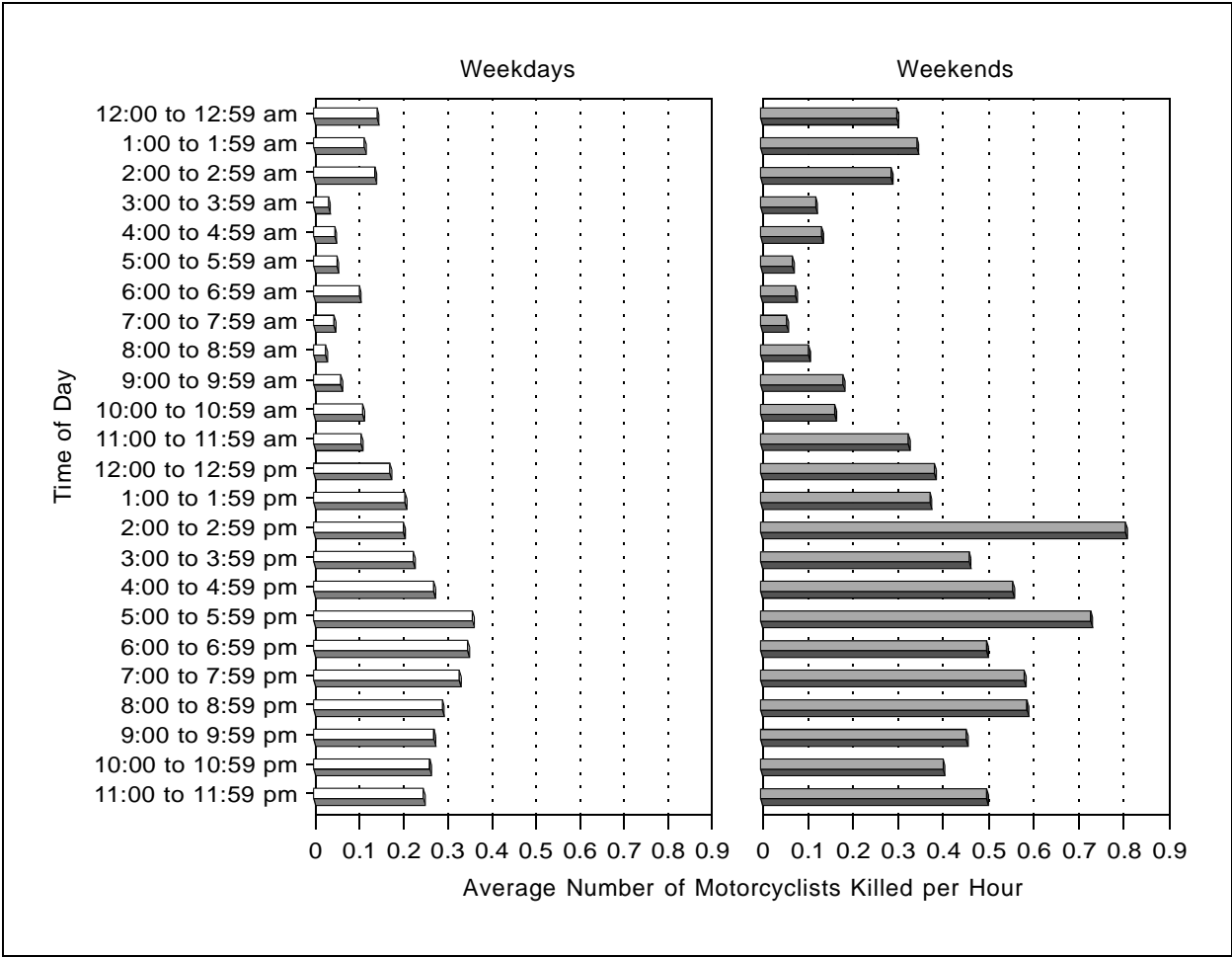


Table 90
Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	1,056	54.7	789	40.9	84	4.4	1,929	100.0
Passengers	82	46.3	87	49.2	8	4.5	177	100.0
Total	1,138	54.0	876	41.6	92	4.4	2,106	100.0

Table 91
Motorcycle Operators Involved in Fatal Crashes by Age and License Compliance

Age (Years)	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	22	3	3	3	1	32
16-20	23	5	54	103	1	186
21-24	12	1	111	175	1	300
25-34	27	2	228	387	7	651
35-44	12	1	118	371	2	504
45-54	3	1	41	262	1	308
55-64	3	1	12	96	1	113
65-74	1	0	5	32	0	38
>74	0	2	2	9	0	13
Unknown	0	0	0	0	1	1
Total	103	16	574	1,438	15	2,146

Table 92
Pedestrians Killed in School Bus Related Crashes,
by Age and Striking Vehicle

Age (Years)	Striking Vehicle		Total
	Bus	Other Vehicle	
<5	0	0	0
5-9	6	2	8
10-15	3	0	3
>15	7	0	7
Total	16	2	18

Table 93
Persons Killed or Injured in School Bus Related Crashes by Person Type

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	5	3.9	2,000	11.4
School Bus Passenger	5	3.9	10,000	53.5
Pedestrian	18	14.1	*	0.2
Pedalcyclist	5	3.9	*	0.3
Occupant of Other Vehicle	95	74.2	7,000	34.4
Other/Unknown	0	--	*	0.1
Total	128	100.0	19,000	100.0

* Less than 500.

Table 94
Pedestrians Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
<5	20	12.1	145	87.9	165	100.0
5-9	45	18.8	193	80.4	240	100.0
10-15	46	19.2	193	80.8	239	100.0
16-20	36	12.0	259	86.3	300	100.0
21-24	34	13.4	217	85.8	253	100.0
25-34	108	14.3	643	84.9	757	100.0
35-44	134	14.5	778	84.4	922	100.0
45-54	147	21.0	549	78.3	701	100.0
55-64	129	26.4	357	73.2	488	100.0
65-74	162	32.2	339	67.4	503	100.0
>74	222	34.0	428	65.5	653	100.0
Unknown	23	26.7	30	34.9	86	100.0
Total*	1,106	20.8	4,131	77.8	5,307	100.0
Pedestrians Injured						
<5	***	9.6	3,000	86.6	4,000	100.0
5-9	2,000	16.7	9,000	82.1	11,000	100.0
10-15	5,000	44.3	6,000	52.4	11,000	100.0
16-20	2,000	32.1	4,000	62.6	7,000	100.0
21-24	2,000	34.9	3,000	60.9	5,000	100.0
25-34	3,000	34.8	5,000	59.4	9,000	100.0
35-44	4,000	35.0	7,000	59.9	12,000	100.0
45-54	3,000	45.4	4,000	51.4	8,000	100.0
55-64	3,000	62.8	1,000	31.3	4,000	100.0
65-74	2,000	46.7	2,000	46.4	4,000	100.0
>74	1,000	52.8	1,000	43.4	2,000	100.0
Total**	28,000	35.8	46,000	60.0	77,000	100.0

* Includes 70 pedestrians killed at other or unknown locations.

** Includes 3,000 pedestrians injured at other or unknown locations.

Table 95
Pedestrians Killed or Injured and Fatality and Injury Rates per 100,000 Population
by Age and Sex

Age (Years)	Male			Female			Total		
	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate
Pedestrians Killed									
<5	99	9,801	1.01	66	9,349	0.71	165	19,150	0.86
5-9	144	10,104	1.43	96	9,634	1.00	240	19,738	1.22
10-15	138	11,745	1.17	101	11,164	0.90	239	22,910	1.04
16-20	205	9,763	2.10	95	9,173	1.04	300	18,936	1.58
21-24	196	7,054	2.78	57	6,720	0.85	253	13,774	1.84
25-34	571	19,810	2.88	186	19,799	0.94	757	39,610	1.91
35-44	667	21,883	3.05	255	22,115	1.15	922	43,998	2.10
45-54	509	16,457	3.09	192	17,176	1.12	701	33,633	2.08
55-64	344	10,391	3.31	144	11,422	1.26	488	21,813	2.24
65-74	319	8,269	3.86	184	10,230	1.80	503	18,499	2.72
>74	386	5,741	6.72	267	9,836	2.71	653	15,577	4.19
Unknown	37	*	*	16	*	*	86	*	*
Total**	3,615	131,018	2.76	1,659	136,618	1.21	5,307	267,636	1.98
Pedestrians Injured									
<5	2,000	9,801	23	2,000	9,349	18	4,000	19,150	21
5-9	7,000	10,104	67	4,000	9,634	45	11,000	19,738	56
10-15	6,000	11,745	53	4,000	11,164	39	11,000	22,910	46
16-20	3,000	9,763	35	3,000	9,173	36	7,000	18,936	36
21-24	2,000	7,054	33	2,000	6,720	36	5,000	13,774	35
25-34	6,000	19,810	28	3,000	19,799	17	9,000	39,610	23
35-44	9,000	21,883	41	3,000	22,115	14	12,000	43,998	28
45-54	4,000	16,457	24	4,000	17,176	21	8,000	33,633	22
55-64	2,000	10,391	24	2,000	11,422	16	4,000	21,813	19
65-74	2,000	8,269	26	2,000	10,230	22	4,000	18,499	24
>74	1,000	5,741	20	1,000	9,836	13	2,000	15,577	16
Total	45,000	131,018	35	31,000	136,618	23	77,000	267,636	29

* Not applicable.

** Includes 33 pedestrian fatalities of unknown sex.

Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

Table 96
Pedestrians Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 3 am	204	6.6	357	16.3	561	10.6
3 am to 6 am	162	5.2	177	8.1	339	6.4
6 am to 9 am	422	13.6	76	3.5	498	9.4
9 am to Noon	259	8.3	76	3.5	335	6.3
Noon to 3 pm	319	10.3	116	5.3	435	8.2
3 pm to 6 pm	540	17.4	171	7.8	711	13.4
6 pm to 9 pm	684	22.0	629	28.7	1,313	24.7
9 pm to Midnight	511	16.5	574	26.2	1,085	20.4
Unknown	3	0.1	19	0.9	30	0.6
Total	3,104	100.0	2,195	100.0	5,307	100.0
Pedestrians Injured						
Midnight to 3 am	1,000	2.3	2,000	7.1	3,000	3.8
3 am to 6 am	1,000	1.4	1,000	5.3	2,000	2.6
6 am to 9 am	7,000	13.3	**	1.2	7,000	9.6
9 am to Noon	7,000	12.6	2,000	6.5	8,000	10.8
Noon to 3 pm	9,000	16.3	3,000	11.7	12,000	14.9
3 pm to 6 pm	16,000	30.2	3,000	13.5	19,000	25.2
6 pm to 9 pm	9,000	16.6	8,000	34.1	17,000	21.8
9 pm to Midnight	4,000	7.3	5,000	20.6	9,000	11.3
Total	54,000	100.0	23,000	100.0	77,000	100.0

* Includes 8 pedestrians killed at unknown time of day and day of week.

** Less than 500.

Figure 29
Average Number of Pedestrians Killed per Hour by Time of Day and Day of Week

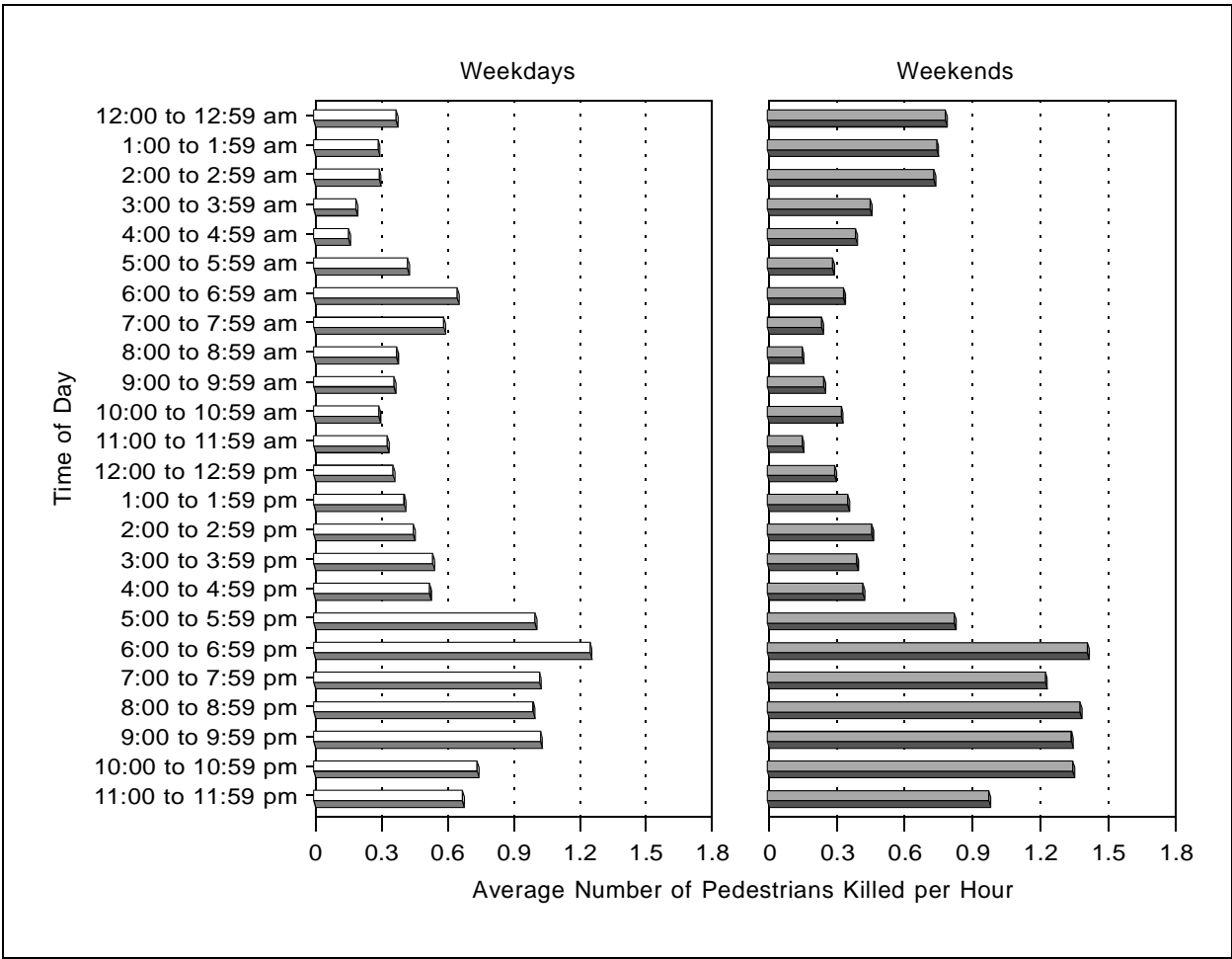


Table 97
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type
and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	2,283	89.6	56	2.2	66	2.6	18	0.7	124	4.9	2,547	100.0
Light Truck	1,410	88.8	42	2.6	36	2.3	25	1.6	75	4.7	1,588	100.0
Large Truck	191	66.6	21	7.3	9	3.1	23	8.0	43	15.0	287	100.0
Motorcycle	22	100.0	0	--	0	--	0	--	0	--	22	100.0
Other/Unknown	170	43.4	9	2.3	6	1.5	4	1.0	203	51.8	392	100.0
Total	4,076	84.3	128	2.6	117	2.4	70	1.4	445	9.2	4,836	100.0
Pedestrians Injured												
Passenger Car	37,000	73.1	7,000	13.8	5,000	9.5	2,000	3.2	*	0.4	51,000	100.0
Light Truck	14,000	66.7	4,000	20.2	2,000	7.4	*	1.7	1,000	4.0	22,000	100.0
Other	1,000	57.8	1,000	32.0	*	5.7	*	3.0	*	1.4	2,000	100.0
Total	53,000	70.8	12,000	16.2	7,000	8.8	2,000	2.7	1,000	1.4	74,000	100.0

* Less than 500.

Table 98
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Walking, playing, working, etc., in roadway	1,558	29.4
Improper crossing of roadway or intersection	1,518	28.6
Failure to yield right of way	791	14.9
Darting or running into road	704	13.3
Not visible	355	6.7
Inattentive (talking, eating, etc.)	171	3.2
Physical impairment	77	1.5
Failure to obey traffic signs, signals, or officer	67	1.3
Emotional (e.g., depression, angry, disturbed)	29	0.5
Ill, blackout	18	0.3
Getting on/off/in/out of transport vehicle	13	0.2
Nonmotorist pushing vehicle	13	0.2
Other factors	101	1.9
None reported	1,295	24.4
Unknown	118	2.2
Total	5,307	100.0

Note: The sum of the numbers and percentages is greater than total pedestrians killed as more than one factor may be present for the same pedestrian.

Table 99
Pedalcyclists Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
<5	1	14.3	6	85.7	7	100.0
5-9	25	28.4	63	71.6	88	100.0
10-15	61	39.4	94	60.6	155	100.0
16-20	29	33.3	58	66.7	87	100.0
21-24	12	35.3	22	64.7	34	100.0
25-34	34	31.8	72	67.3	107	100.0
35-44	46	33.1	93	66.9	139	100.0
45-54	25	29.4	60	70.6	85	100.0
55-64	12	28.6	30	71.4	42	100.0
65-74	13	39.4	20	60.6	33	100.0
>74	9	30.0	21	70.0	30	100.0
Unknown	3	50.0	1	16.7	6	100.0
Total*	270	33.2	540	66.4	813	100.0
Pedalcyclists Injured						
<5	**	34.3	**	65.7	**	100.0
5-9	3,000	52.2	3,000	44.8	6,000	100.0
10-15	9,000	46.3	10,000	52.8	18,000	100.0
16-20	4,000	59.7	3,000	38.9	7,000	100.0
21-24	2,000	49.6	2,000	49.7	3,000	100.0
25-34	5,000	56.5	3,000	35.6	9,000	100.0
35-44	5,000	64.4	3,000	34.7	7,000	100.0
45-54	1,000	42.3	2,000	57.7	3,000	100.0
55-64	1,000	44.0	1,000	54.6	2,000	100.0
65-74	1,000	74.1	**	25.9	1,000	100.0
>74	**	33.1	1,000	66.9	1,000	100.0
Total	30,000	52.4	26,000	45.5	58,000	100.0

* Includes 3 pedalcyclists killed at other or unknown locations.

** Less than 500.

Table 100
Pedalcyclists Killed or Injured and Fatality and Injury Rates per 100,000 Population
by Age and Sex

Age (Years)	Male			Female			Total		
	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate
Pedalcyclists Killed									
<5	6	9,801	0.06	1	9,349	0.01	7	19,150	0.04
5-9	72	10,104	0.71	16	9,634	0.17	88	19,738	0.45
10-15	129	11,745	1.10	26	11,164	0.23	155	22,910	0.68
16-20	79	9,763	0.81	8	9,173	0.09	87	18,936	0.46
21-24	30	7,054	0.43	4	6,720	0.06	34	13,774	0.25
25-34	97	19,810	0.49	10	19,799	0.05	107	39,610	0.27
35-44	118	21,883	0.54	21	22,115	0.09	139	43,998	0.32
45-54	80	16,457	0.49	5	17,176	0.03	85	33,633	0.25
55-64	37	10,391	0.36	5	11,422	0.04	42	21,813	0.19
65-74	30	8,269	0.36	3	10,230	0.03	33	18,499	0.18
>74	29	5,741	0.51	1	9,836	0.01	30	15,577	0.19
Unknown	4	*	*	0	*	*	6	*	*
Total**	711	131,018	0.54	100	136,618	0.07	813	267,636	0.30
Pedalcyclists Injured									
<5	***	9,801	2	***	9,349	1	***	19,150	2
5-9	5,000	10,104	46	2,000	9,634	19	6,000	19,738	33
10-15	14,000	11,745	122	4,000	11,164	36	18,000	22,910	80
16-20	6,000	9,763	57	1,000	9,173	12	7,000	18,936	35
21-24	3,000	7,054	37	1,000	6,720	11	3,000	13,774	24
25-34	7,000	19,810	36	2,000	19,799	8	9,000	39,610	22
35-44	7,000	21,883	31	1,000	22,115	3	7,000	43,998	17
45-54	3,000	16,457	18	***	17,176	1	3,000	33,633	10
55-64	2,000	10,391	15	***	11,422	2	2,000	21,813	8
65-74	1,000	8,269	8	***	10,230	2	1,000	18,499	4
>74	1,000	5,741	13	***	9,836	1	1,000	15,577	5
Total	47,000	131,018	36	11,000	136,618	8	58,000	267,636	22

* Not applicable.

** Includes 2 pedalcyclist fatalities of unknown sex.

*** Less than 500.

Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

Table 101
Pedalcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 3 am	21	4.0	30	10.4	51	6.3
3 am to 6 am	12	2.3	11	3.8	23	2.8
6 am to 9 am	50	9.6	14	4.8	64	7.9
9 am to Noon	45	8.6	24	8.3	69	8.5
Noon to 3 pm	61	11.7	31	10.7	92	11.3
3 pm to 6 pm	137	26.2	39	13.5	176	21.6
6 pm to 9 pm	126	24.1	87	30.1	213	26.2
9 pm to Midnight	68	13.0	52	18.0	120	14.8
Unknown	2	0.4	1	0.3	*5	0.6
Total	522	100.0	289	100.0	813	100.0
Pedalcyclists Injured						
Midnight to 3 am	**	0.6	**	2.1	1,000	1.0
3 am to 6 am	**	0.1	**	0.1	**	0.1
6 am to 9 am	3,000	8.2	**	1.7	4,000	6.5
9 am to Noon	4,000	10.0	2,000	15.8	7,000	11.6
Noon to 3 pm	7,000	17.1	3,000	20.0	10,000	17.9
3 pm to 6 pm	16,000	37.3	3,000	19.3	19,000	32.5
6 pm to 9 pm	8,000	19.9	5,000	31.4	13,000	23.0
9 pm to Midnight	3,000	6.7	1,000	9.5	4,000	7.5
Total	42,000	100.0	16,000	100.0	58,000	100.0

* Includes 2 pedalcyclists killed at unknown time of day and day of week.

** Less than 500.

Table 102
Pedalcyclists Killed or Injured in Single-Vehicle Crashes, by Vehicle Type
and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	346	91.0	13	3.4	10	2.6	2	0.5	9	2.4	380	100.0
Light Truck	242	86.7	11	3.9	9	3.2	7	2.5	10	3.6	279	100.0
Large Truck	33	46.5	19	26.8	2	2.8	9	12.7	8	11.3	71	100.0
Motorcycle	7	100.0	0	--	0	--	0	--	0	--	7	100.0
Other/Unknown	23	46.9	5	10.2	2	4.1	2	4.1	17	34.7	49	100.0
Total	651	82.8	48	6.1	23	2.9	20	2.5	44	5.6	786	100.0
Pedalcyclists Injured												
Passenger Car	25,000	57.2	12,000	28.1	6,000	13.1	1,000	1.5	*	0.1	43,000	100.0
Light Truck	7,000	57.7	4,000	31.9	1,000	9.8	*	0.5	*	0.2	13,000	100.0
Other	*	27.0	*	36.6	*	7.3	*	13.7	*	15.5	1,000	100.0
Total	33,000	56.6	17,000	29.2	7,000	12.2	1,000	1.6	*	0.5	58,000	100.0

* Less than 500.

Table 103
Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	178	21.9
Riding, playing, working, etc., in roadway	170	20.9
Improper crossing of roadway or intersection	103	12.7
Failure to obey (e.g., signs, control devices, officers)	71	8.7
Operating without required equipment	39	4.8
Inattentive (talking, eating, etc.)	34	4.2
Not visible	33	4.1
Failure to keep in proper lane or running off road	32	3.9
Making improper turn	27	3.3
Erratic, reckless, careless, or negligent operation	18	2.2
Improper lane changing	17	2.1
Driving on wrong side of road	14	1.7
Improper entry to or exit from trafficway	6	0.7
Failing to have lights on when required	4	0.5
Other factors	100	12.3
None reported	217	26.7
Unknown	21	2.6
Total	813	100.0

Note: The sum of the numbers and percentages is greater than total pedalcyclists killed as more than one factor may be present for the same pedalcyclist.

Chapter 5 ♦ States

5. STATES

Fatal crash and fatality statistics for each of the 50 states, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display state fatality rates based on population, licensed drivers, and registered vehicles. The last four tables describe each state's safety belt use laws, child passenger protection laws, motorcycle helmet use requirements, and impaired driving legislation. Below are some of the state statistics you will find in this chapter:

- Traffic fatalities decreased slightly, by 0.2 percent, from 1996 to 1997 for the nation as a whole. Twenty-seven states showed increases, ranging from less than 1 percent to as much as 33 percent.
- The pedestrian fatality rate per 100,000 population was 1.98 for the nation. The District of Columbia had the highest rate (4.54) and Rhode Island had the lowest (0.71).
- Nearly 2 percent of all traffic crash fatalities in 1997 were pedalcyclists. The District of Columbia and Vermont reported no pedalcyclists killed.
- Forty-nine states, plus the District of Columbia and Puerto Rico, have safety belt use laws.
- All states, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets are required for all riders in 23 states, the District of Columbia, and Puerto Rico. Twenty-four states have helmet requirements with exceptions (age, rider type, roadway type), and three states do not require helmets at all.
- State laws in 34 states and the District of Columbia make it a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of 0.10 g/dl. Fourteen states have adopted 0.08 g/dl. Two states and Puerto Rico do not have illegal per se BAC levels.

Table 104
1997 Traffic Fatalities by State and Percent Change from 1996

State	Fatalities			State	Fatalities		
	1996	1997	Percent Change		1996	1997	Percent Change
AL	1,146	1,189	+4	NE	293	302	+3
AK	81	77	-5	NV	348	347	-0
AZ	994	951	-4	NH	134	125	-7
AR	615	660	+7	NJ	814	774	-5
CA	3,989	3,688	-8	NM	485	484	-0
CO	617	613	-1	NY	1,593	1,643	+3
CT	310	338	+9	NC	1,494	1,483	-1
DE	116	143	+23	ND	85	105	+24
DC	62	60	-3	OH	1,391	1,441	+4
FL	2,753	2,782	+1	OK	772	838	+9
GA	1,573	1,577	+0	OR	526	523	-1
HI	148	131	-11	PA	1,469	1,557	+6
ID	258	259	+0	RI	69	75	+9
IL	1,477	1,395	-6	SC	930	903	-3
IN	984	935	-5	SD	175	148	-15
IA	465	468	+1	TN	1,239	1,223	-1
KS	490	481	-2	TX	3,742	3,510	-6
KY	842	857	+2	UT	321	366	+14
LA	902	913	+1	VT	88	96	+9
ME	169	192	+14	VA	877	984	+12
MD	608	608	0	WA	712	676	-5
MA	417	442	+6	WV	348	379	+9
MI	1,505	1,446	-4	WI	761	725	-5
MN	576	600	+4	WY	143	137	-4
MS	811	861	+6	USA	42,065	41,967	-0
MO	1,148	1,192	+4	PR	601	591	-2
MT	200	265	+33				

Figure 30
1997 Traffic Fatalities by State and Percent Change from 1996

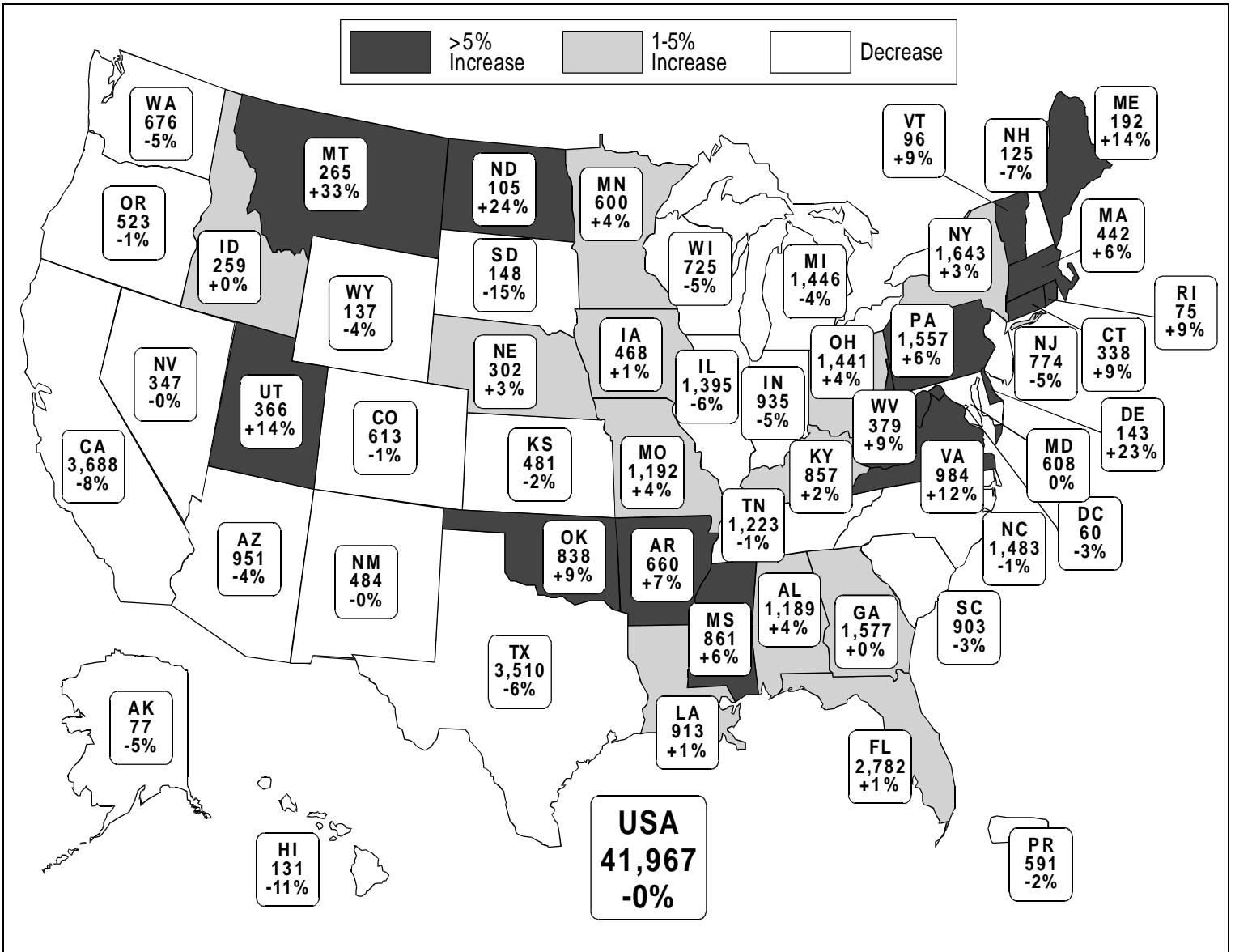


Table 105
Fatal Crashes by State and First Harmful Event

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	460	43.9	87	8.3	397	37.9	20	1.9	73	7.0	10	1.0	1,047	100.0
AK	25	36.8	10	14.7	11	16.2	3	4.4	16	23.5	3	4.4	68	100.0
AZ	307	36.3	179	21.2	156	18.4	14	1.7	149	17.6	12	1.4	846	100.0
AR	242	42.9	49	8.7	181	32.1	18	3.2	66	11.7	8	1.4	564	100.0
CA	1,156	35.3	813	24.8	868	26.5	88	2.7	321	9.8	33	1.0	3,279	100.0
CO	208	39.0	63	11.8	139	26.0	18	3.4	103	19.3	3	0.6	534	100.0
CT	101	32.2	56	17.8	137	43.6	5	1.6	12	3.8	3	1.0	314	100.0
DE	50	41.7	16	13.3	38	31.7	1	0.8	13	10.8	2	1.7	120	100.0
DC	14	24.6	22	38.6	20	35.1	0	0.0	1	1.8	0	0.0	57	100.0
FL	1,111	44.0	630	25.0	512	20.3	54	2.1	184	7.3	34	1.3	2,525	100.0
GA	630	44.8	191	13.6	425	30.2	27	1.9	111	7.9	20	1.4	1,405	100.0
HI	53	45.3	21	17.9	27	23.1	6	5.1	6	5.1	4	3.4	117	100.0
ID	74	33.6	20	9.1	53	24.1	8	3.6	63	28.6	2	0.9	220	100.0
IL	540	42.9	222	17.6	339	26.9	43	3.4	107	8.5	8	0.6	1,259	100.0
IN	408	48.2	83	9.8	278	32.9	28	3.3	43	5.1	6	0.7	846	100.0
IA	216	52.6	32	7.8	72	17.5	16	3.9	71	17.3	4	1.0	411	100.0
KS	202	48.2	32	7.6	101	24.1	22	5.3	54	12.9	8	1.9	419	100.0
KY	330	42.6	70	9.0	289	37.3	16	2.1	60	7.8	9	1.2	774	100.0
LA	308	37.8	153	18.8	247	30.3	34	4.2	58	7.1	14	1.7	814	100.0
ME	74	43.0	18	10.5	66	38.4	0	0.0	13	7.6	1	0.6	172	100.0
MD	242	42.6	115	20.2	185	32.6	8	1.4	13	2.3	5	0.9	568	100.0
MA	139	33.4	90	21.6	161	38.7	10	2.4	13	3.1	3	0.7	416	100.0
MI	645	50.3	189	14.7	338	26.3	44	3.4	63	4.9	4	0.3	1,283	100.0
MN	277	52.5	62	11.7	91	17.2	16	3.0	75	14.2	7	1.3	528	100.0
MS	322	43.5	59	8.0	244	32.9	26	3.5	89	12.0	1	0.1	741	100.0
MO	451	43.8	92	8.9	334	32.5	34	3.3	108	10.5	10	1.0	1,029	100.0
MT	61	27.4	8	3.6	58	26.0	11	4.9	83	37.2	2	0.9	223	100.0
NE	129	49.4	20	7.7	42	16.1	16	6.1	52	19.9	2	0.8	261	100.0
NV	122	37.9	62	19.3	46	14.3	3	0.9	88	27.3	1	0.3	322	100.0
NH	47	39.2	14	11.7	45	37.5	2	1.7	10	8.3	2	1.7	120	100.0

Table 105
Fatal Crashes by State and First Harmful Event (Continued)

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	281	40.2	158	22.6	217	31.0	23	3.3	11	1.6	9	1.3	699	100.0
NM	136	34.0	68	17.0	67	16.8	13	3.3	109	27.3	7	1.8	400	100.0
NY	573	38.2	405	27.0	417	27.8	51	3.4	39	2.6	16	1.1	1,501	100.0
NC	579	44.9	203	15.7	418	32.4	16	1.2	64	5.0	10	0.8	1,290	100.0
ND	38	42.7	6	6.7	7	7.9	3	3.4	32	36.0	3	3.4	89	100.0
OH	601	47.3	141	11.1	452	35.6	43	3.4	28	2.2	5	0.4	1,270	100.0
OK	318	44.1	63	8.7	266	36.9	33	4.6	37	5.1	4	0.6	721	100.0
OR	169	36.7	72	15.6	141	30.6	11	2.4	57	12.4	11	2.4	461	100.0
PA	612	43.3	184	13.0	523	37.0	31	2.2	45	3.2	17	1.2	1,412	100.0
RI	24	36.4	7	10.6	28	42.4	4	6.1	2	3.0	1	1.5	66	100.0
SC	319	40.0	115	14.4	263	33.0	41	5.1	50	6.3	10	1.3	798	100.0
SD	45	35.2	7	5.5	29	22.7	6	4.7	40	31.3	1	0.8	128	100.0
TN	462	41.9	106	9.6	406	36.8	25	2.3	90	8.2	13	1.2	1,102	100.0
TX	1,314	42.6	470	15.3	706	22.9	118	3.8	428	13.9	44	1.4	3,081	100.0
UT	128	41.4	40	12.9	44	14.2	9	2.9	83	26.9	5	1.6	309	100.0
VT	38	43.2	12	13.6	23	26.1	1	1.1	12	13.6	2	2.3	88	100.0
VA	351	39.0	109	12.1	367	40.8	7	0.8	46	5.1	20	2.2	900	100.0
WA	227	38.5	81	13.7	164	27.8	16	2.7	89	15.1	13	2.2	590	100.0
WV	140	41.1	26	7.6	117	34.3	9	2.6	45	13.2	4	1.2	341	100.0
WI	278	43.8	66	10.4	182	28.7	20	3.1	77	12.1	12	1.9	635	100.0
WY	28	23.9	6	5.1	27	23.1	6	5.1	49	41.9	1	0.9	117	100.0
USA*	15,605	41.9	5,823	15.6	10,764	28.9	1,077	2.9	3,551	9.5	429	1.2	37,280	100.0
PR	155	28.1	223	40.5	119	21.6	23	4.2	10	1.8	21	3.8	551	100.0

* Total includes 31 fatal crashes with unknown first harmful event.

Table 106
Fatal Crashes by State and Roadway Function Class

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	79	66	4	258	213	291	134	2	1,047
AK	19	2	0	8	11	11	17	0	68
AZ	98	26	19	261	150	171	100	21	846
AR	28	16	10	152	97	146	115	0	564
CA	203	265	263	1,023	697	442	384	2	3,279
CO	76	39	31	151	92	91	54	0	534
CT	7	38	10	77	87	54	41	0	314
DE	0	10	2	42	15	23	28	0	120
DC	0	1	2	0	0	0	53	1	57
FL	166	117	44	750	268	64	544	572	2,525
GA	73	90	18	311	342	335	229	7	1,405
HI	0	11	7	38	33	21	7	0	117
ID	41	3	1	50	34	54	37	0	220
IL	71	104	7	311	213	198	355	0	1,259
IN	52	22	10	192	151	180	187	52	846
IA	22	14	0	112	76	122	65	0	411
KS	23	20	15	116	85	91	69	0	419
KY	36	30	1	126	126	305	150	0	774
LA	68	31	9	179	164	240	115	8	814
ME	12	3	8	32	39	54	21	3	172
MD	26	39	20	136	94	93	89	71	568
MA	9	39	16	129	92	61	69	1	416
MI	40	85	30	325	314	303	185	1	1,283
MN	12	23	10	135	150	145	53	0	528
MS	86	1	1	159	10	222	261	1	741
MO	93	82	37	248	174	284	107	4	1,029
MT	50	1	0	61	38	25	48	0	223
NE	22	1	0	79	53	40	66	0	261
NV	44	15	32	59	91	56	25	0	322
NH	10	5	5	19	28	30	22	1	120

Table 106
Fatal Crashes by State and Roadway Function Class (Continued)

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	13	37	43	232	164	112	95	3	699
NM	105	11	0	92	60	70	62	0	400
NY	33	59	137	373	304	276	318	1	1,501
NC	50	36	15	212	180	367	430	0	1,290
ND	9	0	2	28	9	15	26	0	89
OH	44	64	18	279	248	359	257	1	1,270
OK	57	46	21	149	144	175	129	0	721
OR	31	10	6	175	79	118	42	0	461
PA	54	49	26	318	268	246	240	211	1,412
RI	0	6	5	26	17	7	5	0	66
SC	49	23	11	175	161	241	101	37	798
SD	13	2	0	43	15	38	17	0	128
TN	70	57	13	271	276	259	156	0	1,102
TX	217	294	186	682	375	580	747	0	3,081
UT	93	13	0	8	30	61	104	0	309
VT	13	4	1	16	19	24	11	0	88
VA	71	40	9	211	206	220	140	3	900
WA	30	34	21	173	105	158	66	3	590
WV	40	5	3	44	86	131	32	0	341
WI	25	7	14	172	159	152	99	7	635
WY	35	2	0	32	18	20	9	1	117
USA	2,518	1,998	1,143	9,250	6,860	7,781	6,716	1,014	37,280
PR	49	75	26	109	95	120	77	0	551

Table 107
Fatalities by State and Roadway Function Class

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	91	83	4	302	244	313	150	2	1,189
AK	21	2	0	13	12	11	18	0	77
AZ	118	28	24	286	164	194	115	22	951
AR	33	21	11	191	113	168	123	0	660
CA	259	298	295	1,143	786	507	398	2	3,688
CO	93	47	35	173	101	107	57	0	613
CT	8	42	11	82	93	58	44	0	338
DE	0	14	3	48	17	27	34	0	143
DC	0	2	2	0	0	0	55	1	60
FL	208	129	51	824	290	69	591	620	2,782
GA	99	107	19	341	379	380	245	7	1,577
HI	0	11	7	42	41	23	7	0	131
ID	44	3	1	68	40	57	46	0	259
IL	75	119	7	346	248	216	384	0	1,395
IN	59	27	11	210	170	200	203	55	935
IA	25	15	0	140	81	139	68	0	468
KS	28	25	16	137	97	103	75	0	481
KY	48	36	1	142	139	329	162	0	857
LA	82	33	12	196	185	263	133	9	913
ME	13	4	8	36	45	59	23	4	192
MD	32	42	22	146	100	103	90	73	608
MA	10	40	18	133	101	69	70	1	442
MI	46	97	34	369	350	341	208	1	1,446
MN	13	25	11	159	176	160	56	0	600
MS	101	1	1	197	11	259	290	1	861
MO	108	97	37	305	200	322	119	4	1,192
MT	58	1	0	77	44	29	56	0	265
NE	25	1	0	95	68	41	72	0	302
NV	49	18	34	64	94	62	26	0	347
NH	10	5	5	20	30	31	23	1	125

Table 107
Fatalities by State and Roadway Function Class (Continued)

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	19	40	48	258	175	128	103	3	774
NM	135	12	0	107	78	82	70	0	484
NY	36	61	148	406	332	303	356	1	1,643
NC	70	44	17	258	202	428	464	0	1,483
ND	9	0	2	37	13	16	28	0	105
OH	60	72	19	324	272	406	287	1	1,441
OK	65	60	27	177	162	206	141	0	838
OR	36	12	7	205	89	128	46	0	523
PA	58	53	30	357	304	272	256	227	1,557
RI	0	6	6	27	22	9	5	0	75
SC	63	25	11	192	187	273	106	46	903
SD	18	3	0	48	16	44	19	0	148
TN	88	59	15	303	302	284	172	0	1,223
TX	258	333	203	801	447	655	813	0	3,510
UT	109	16	0	10	42	72	117	0	366
VT	13	4	1	21	21	25	11	0	96
VA	85	46	9	224	230	234	152	4	984
WA	36	38	23	200	116	182	78	3	676
WV	44	7	3	52	94	146	33	0	379
WI	32	7	16	210	173	172	108	7	725
WY	40	3	0	36	22	23	12	1	137
USA	3,030	2,274	1,265	10,538	7,718	8,728	7,318	1,096	41,967
PR	53	81	27	119	107	126	78	0	591

Table 108
Persons Killed, Licensed Drivers, Registered Vehicles, Population,
and Fatality Rates by State, 1996

State	1996 Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	1996 Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	1996 Population (Thousands)	Fatalities per 100,000 Population	1996 Total Killed
AL	3,138	36.52	3,324	34.48	4,287	26.73	1,146
AK	440	18.41	531	15.25	605	13.39	81
AZ	2,727	36.45	2,983	33.32	4,434	22.42	994
AR	1,752	35.10	1,633	37.66	2,506	24.54	615
CA	20,249	19.70	25,214	15.82	31,858	12.52	3,989
CO	2,757	22.38	3,433	17.97	3,816	16.17	617
CT	2,344	13.23	2,609	11.88	3,267	9.49	310
DE	529	21.93	593	19.56	723	16.04	116
DC	333	18.62	237	26.16	539	11.50	62
FL	11,400	24.15	10,889	25.28	14,419	19.09	2,753
GA	4,966	31.68	6,283	25.04	7,334	21.45	1,573
HI	733	20.19	786	18.83	1,183	12.51	148
ID	820	31.46	1,061	24.32	1,188	21.72	258
IL	7,610	19.41	8,817	16.75	11,845	12.47	1,477
IN	3,704	26.57	5,216	18.87	5,828	16.88	984
IA	1,956	23.77	2,869	16.21	2,848	16.33	465
KS	1,788	27.40	2,110	23.22	2,579	19.00	490
KY	2,567	32.80	2,696	31.23	3,882	21.69	842
LA	2,624	34.38	3,318	27.19	4,341	20.78	902
ME	874	19.34	959	17.62	1,239	13.64	169
MD	3,377	18.00	3,635	16.73	5,060	12.02	608
MA	4,355	9.58	4,702	8.87	6,085	6.85	417
MI	6,717	22.41	8,010	18.79	9,731	15.47	1,505
MN	2,830	20.35	3,861	14.92	4,649	12.39	576
MS	1,700	47.71	2,182	37.17	2,711	29.92	811
MO	3,749	30.62	4,350	26.39	5,364	21.40	1,148
MT	574	34.84	973	20.55	877	22.81	200
NE	1,160	25.26	1,479	19.81	1,649	17.77	293
NV	1,117	31.15	1,096	31.75	1,601	21.74	348
NH	915	14.64	1,112	12.05	1,160	11.55	134

Note: 1997 data for state licensed drivers and registered vehicles not available at time of publicaion.

Table 108
Persons Killed, Licensed Drivers, Registered Vehicles, Population,
and Fatality Rates by State, 1996 (Continued)

State	1996 Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	1996 Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	1996 Population (Thousands)	Fatalities per 100,000 Population	1996 Total Killed
NJ	5,486	14.84	5,822	13.98	8,002	10.17	814
NM	1,179	41.14	1,545	31.39	1,711	28.35	485
NY	10,484	15.19	10,636	14.98	18,134	8.78	1,593
NC	5,187	28.80	5,759	25.94	7,309	20.44	1,494
ND	449	18.93	679	12.52	643	13.22	85
OH	7,853	17.71	9,770	14.24	11,163	12.46	1,391
OK	2,396	32.22	3,082	25.05	3,295	23.43	772
OR	2,613	20.13	2,851	18.45	3,196	16.46	526
PA	8,221	17.87	8,640	17.00	12,040	12.20	1,469
RI	669	10.31	696	9.91	988	6.98	69
SC	2,575	36.12	2,791	33.32	3,717	25.02	930
SD	519	33.72	751	23.30	738	23.71	175
TN	3,806	32.55	4,830	25.65	5,307	23.35	1,239
TX	12,568	29.77	13,487	27.75	19,091	19.60	3,742
UT	1,319	24.34	1,445	22.21	2,018	15.91	321
VT	469	18.76	503	17.50	586	15.02	88
VA	4,692	18.69	5,576	15.73	6,666	13.16	877
WA	3,908	18.22	4,603	15.47	5,520	12.90	712
WV	1,274	27.32	1,406	24.75	1,820	19.12	348
WI	3,724	20.44	3,972	19.16	5,146	14.79	761
WY	343	41.69	562	25.44	480	29.79	143
USA	179,539	23.43	201,631	20.86	265,179	15.86	42,065
PR	1,832	32.81	2,256	26.64	3,783	15.89	601

Note: 1997 data for state licensed drivers and registered vehicles not available at time of publication.

Note: The number shown for registered vehicles for the USA is approximately 4 percent lower than the sum of the registered vehicle numbers shown for the individual states, due to differing data sources.

Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles by State (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co.; Population—Bureau of the Census.

Table 109
Persons Killed, by State and Person Type

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	777	65.3	311	26.2	85	7.1	10	0.8	6	0.5	1,189	100.0
AK	47	61.0	18	23.4	10	13.0	1	1.3	1	1.3	77	100.0
AZ	458	48.2	282	29.7	149	15.7	31	3.3	31	3.3	951	100.0
AR	427	64.7	172	26.1	49	7.4	5	0.8	7	1.1	660	100.0
CA	1,817	49.3	965	26.2	757	20.5	110	3.0	39	1.1	3,688	100.0
CO	375	61.2	171	27.9	56	9.1	8	1.3	3	0.5	613	100.0
CT	199	58.9	79	23.4	53	15.7	5	1.5	2	0.6	338	100.0
DE	84	58.7	39	27.3	14	9.8	3	2.1	3	2.1	143	100.0
DC	21	35.0	14	23.3	24	40.0	0	0.0	1	1.7	60	100.0
FL	1,478	53.1	639	23.0	528	19.0	123	4.4	14	0.5	2,782	100.0
GA	973	61.7	394	25.0	182	11.5	19	1.2	9	0.6	1,577	100.0
HI	83	63.4	25	19.1	21	16.0	1	0.8	1	0.8	131	100.0
ID	153	59.1	86	33.2	19	7.3	1	0.4	0	0.0	259	100.0
IL	824	59.1	331	23.7	196	14.1	35	2.5	9	0.6	1,395	100.0
IN	615	65.8	231	24.7	72	7.7	13	1.4	4	0.4	935	100.0
IA	312	66.7	122	26.1	27	5.8	6	1.3	1	0.2	468	100.0
KS	322	66.9	122	25.4	27	5.6	9	1.9	1	0.2	481	100.0
KY	549	64.1	230	26.8	64	7.5	10	1.2	4	0.5	857	100.0
LA	512	56.1	229	25.1	134	14.7	30	3.3	8	0.9	913	100.0
ME	118	61.5	54	28.1	19	9.9	1	0.5	0	0.0	192	100.0
MD	345	56.7	143	23.5	107	17.6	13	2.1	0	0.0	608	100.0
MA	264	59.7	86	19.5	79	17.9	10	2.3	3	0.7	442	100.0
MI	846	58.5	398	27.5	165	11.4	31	2.1	6	0.4	1,446	100.0
MN	386	64.3	148	24.7	56	9.3	7	1.2	3	0.5	600	100.0
MS	536	62.3	265	30.8	54	6.3	6	0.7	0	0.0	861	100.0
MO	775	65.0	303	25.4	100	8.4	6	0.5	8	0.7	1,192	100.0
MT	173	65.3	82	30.9	9	3.4	1	0.4	0	0.0	265	100.0
NE	191	63.2	84	27.8	17	5.6	7	2.3	3	1.0	302	100.0
NV	195	56.2	83	23.9	59	17.0	8	2.3	2	0.6	347	100.0
NH	76	60.8	35	28.0	11	8.8	3	2.4	0	0.0	125	100.0

Table 109
Persons Killed, by State and Person Type (Continued)

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	404	52.2	202	26.1	143	18.5	21	2.7	4	0.5	774	100.0
NM	237	49.0	174	36.0	66	13.6	5	1.0	2	0.4	484	100.0
NY	822	50.0	376	22.9	383	23.3	49	3.0	13	0.8	1,643	100.0
NC	870	58.7	403	27.2	176	11.9	31	2.1	3	0.2	1,483	100.0
ND	71	67.6	28	26.7	5	4.8	1	1.0	0	0.0	105	100.0
OH	944	65.5	341	23.7	126	8.7	21	1.5	9	0.6	1,441	100.0
OK	541	64.6	215	25.7	69	8.2	5	0.6	8	1.0	838	100.0
OR	306	58.5	142	27.2	57	10.9	18	3.4	0	0.0	523	100.0
PA	975	62.6	387	24.9	170	10.9	17	1.1	8	0.5	1,557	100.0
RI	44	58.7	23	30.7	7	9.3	1	1.3	0	0.0	75	100.0
SC	566	62.7	216	23.9	103	11.4	16	1.8	2	0.2	903	100.0
SD	94	63.5	43	29.1	6	4.1	1	0.7	4	2.7	148	100.0
TN	789	64.5	309	25.3	107	8.7	9	0.7	9	0.7	1,223	100.0
TX	2,012	57.3	976	27.8	441	12.6	55	1.6	26	0.7	3,510	100.0
UT	190	51.9	134	36.6	39	10.7	3	0.8	0	0.0	366	100.0
VT	61	63.5	23	24.0	12	12.5	0	0.0	0	0.0	96	100.0
VA	630	64.0	241	24.5	89	9.0	20	2.0	4	0.4	984	100.0
WA	376	55.6	205	30.3	72	10.7	16	2.4	7	1.0	676	100.0
WV	244	64.4	108	28.5	21	5.5	5	1.3	1	0.3	379	100.0
WI	466	64.3	188	25.9	63	8.7	5	0.7	3	0.4	725	100.0
WY	71	51.8	56	40.9	9	6.6	1	0.7	0	0.0	137	100.0
USA	24,644	58.7	10,931	26.0	5,307	12.6	813	1.9	272	0.6	41,967	100.0
PR	228	38.6	131	22.2	208	35.2	23	3.9	1	0.2	591	100.0

Table 110
Persons Killed, by State and Age Group

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
AL	21	29	46	155	103	218	222	125	77	90	103	0	1,189
AK	3	3	3	14	9	12	13	9	7	2	2	0	77
AZ	24	21	34	89	96	182	160	106	78	74	85	2	951
AR	23	17	21	93	60	128	92	64	60	53	48	1	660
CA	82	80	121	469	309	653	541	436	307	293	388	9	3,688
CO	8	10	29	79	74	103	85	87	40	38	60	0	613
CT	2	3	14	44	33	66	47	41	16	31	41	0	338
DE	2	1	7	20	13	26	27	15	9	13	10	0	143
DC	3	0	0	6	5	15	3	14	3	5	3	3	60
FL	32	28	92	318	218	475	446	302	247	250	361	13	2,782
GA	34	41	53	206	167	291	230	203	108	108	133	3	1,577
HI	3	0	1	15	15	27	17	14	12	11	16	0	131
ID	8	6	27	39	18	45	41	26	16	15	18	0	259
IL	15	29	56	214	149	258	219	138	92	111	107	7	1,395
IN	7	24	46	157	93	161	134	102	69	63	77	2	935
IA	6	11	17	76	46	63	60	47	49	36	55	2	468
KS	7	4	21	71	33	86	81	43	31	47	57	0	481
KY	17	24	31	131	71	163	126	84	68	63	76	3	857
LA	24	19	45	133	86	175	153	104	62	60	51	1	913
ME	2	0	6	22	13	29	25	20	20	20	34	1	192
MD	9	16	19	67	42	115	105	68	56	35	72	4	608
MA	3	4	15	67	50	71	53	45	27	37	70	0	442
MI	23	39	53	202	120	270	186	151	102	125	173	2	1,446
MN	13	13	21	78	43	99	79	63	39	56	96	0	600
MS	24	16	29	121	72	169	144	99	56	67	58	6	861
MO	24	14	44	179	106	190	177	136	99	84	138	1	1,192
MT	7	3	6	39	23	39	42	42	22	19	23	0	265
NE	7	5	13	46	21	49	40	35	19	31	34	2	302
NV	9	2	9	43	25	68	60	43	33	30	24	1	347
NH	1	3	2	17	10	28	20	7	10	10	17	0	125

Table 110
Persons Killed, by State and Age Group (Continued)

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
NJ	14	14	25	74	63	117	121	79	72	78	115	2	774
NM	15	10	19	58	43	98	85	60	34	32	29	1	484
NY	28	28	59	186	147	246	208	169	131	178	236	27	1,643
NC	35	37	74	204	140	256	207	176	101	115	137	1	1,483
ND	1	1	6	21	9	11	15	16	9	5	11	0	105
OH	24	31	46	213	146	242	248	162	105	95	128	1	1,441
OK	17	13	36	131	74	134	128	106	62	51	83	3	838
OR	8	10	17	74	60	75	90	75	40	29	45	0	523
PA	22	26	50	201	145	237	161	134	96	124	134	227	1,557
RI	1	0	2	16	7	12	11	12	6	7	1	0	75
SC	11	18	33	125	74	197	156	115	50	65	55	4	903
SD	3	2	10	29	9	24	21	18	7	10	15	0	148
TN	17	25	34	181	118	228	215	130	90	80	105	0	1,223
TX	96	68	133	518	327	639	595	367	237	234	282	14	3,510
UT	8	14	18	80	37	51	40	41	27	21	29	0	366
VT	2	0	5	13	8	15	24	7	8	4	10	0	96
VA	17	11	30	143	82	175	167	121	76	69	91	2	984
WA	14	18	26	103	52	124	110	69	56	46	58	0	676
WV	4	5	19	48	34	65	60	46	29	34	35	0	379
WI	6	15	22	105	71	123	119	79	58	44	83	0	725
WY	2	4	9	24	12	22	23	16	9	5	11	0	137
USA	788	815	1,554	5,757	3,781	7,365	6,432	4,667	3,137	3,203	4,123	345	41,967
PR	15	5	26	80	51	95	85	70	56	47	37	24	591

Table 111
Occupants Killed, by State and Vehicle Type

State	Vehicle Type												Unknown		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Motorcycles		Buses		Other Vehicles					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	694	63.6	334	30.6	28	2.6	29	2.7	0	0.0	6	0.5	0	0.0	1,091	100.0
AK	26	39.4	26	39.4	2	3.0	6	9.1	0	0.0	6	9.1	0	0.0	66	100.0
AZ	387	50.6	256	33.5	7	0.9	57	7.5	0	0.0	6	0.8	52	6.8	765	100.0
AR	332	55.1	218	36.2	23	3.8	19	3.2	2	0.3	6	1.0	3	0.5	603	100.0
CA	1,634	58.5	821	29.4	69	2.5	235	8.4	1	0.0	31	1.1	3	0.1	2,794	100.0
CO	274	50.2	214	39.2	14	2.6	38	7.0	0	0.0	6	1.1	0	0.0	546	100.0
CT	184	66.2	49	17.6	5	1.8	38	13.7	0	0.0	2	0.7	0	0.0	278	100.0
DE	90	71.4	22	17.5	3	2.4	8	6.3	0	0.0	0	0.0	3	2.4	126	100.0
DC	22	62.9	8	22.9	0	0.0	4	11.4	0	0.0	1	2.9	0	0.0	35	100.0
FL	1,361	64.3	518	24.5	34	1.6	184	8.7	0	0.0	20	0.9	0	0.0	2,117	100.0
GA	845	61.6	432	31.5	27	2.0	56	4.1	0	0.0	11	0.8	0	0.0	1,371	100.0
HI	67	62.0	26	24.1	1	0.9	14	13.0	0	0.0	0	0.0	0	0.0	108	100.0
ID	102	42.7	108	45.2	6	2.5	18	7.5	0	0.0	5	2.1	0	0.0	239	100.0
IL	775	67.1	260	22.5	21	1.8	82	7.1	0	0.0	16	1.4	1	0.1	1,155	100.0
IN	548	64.6	223	26.3	21	2.5	48	5.7	0	0.0	8	0.9	0	0.0	848	100.0
IA	283	65.2	104	24.0	12	2.8	28	6.5	1	0.2	6	1.4	0	0.0	434	100.0
KS	259	58.2	155	34.8	12	2.7	17	3.8	0	0.0	2	0.4	0	0.0	445	100.0
KY	469	60.1	238	30.5	28	3.6	26	3.3	0	0.0	20	2.6	0	0.0	781	100.0
LA	435	58.2	263	35.2	19	2.5	20	2.7	0	0.0	10	1.3	1	0.1	748	100.0
ME	123	71.5	34	19.8	5	2.9	10	5.8	0	0.0	0	0.0	0	0.0	172	100.0
MD	339	69.5	102	20.9	14	2.9	26	5.3	2	0.4	2	0.4	3	0.6	488	100.0
MA	254	72.4	60	17.1	4	1.1	30	8.5	1	0.3	2	0.6	0	0.0	351	100.0
MI	832	66.8	318	25.5	6	0.5	63	5.1	0	0.0	27	2.2	0	0.0	1,246	100.0
MN	341	63.9	143	26.8	8	1.5	25	4.7	4	0.7	13	2.4	0	0.0	534	100.0
MS	503	62.8	250	31.2	10	1.2	13	1.6	0	0.0	2	0.2	23	2.9	801	100.0
MO	677	62.6	345	31.9	13	1.2	37	3.4	0	0.0	10	0.9	0	0.0	1,082	100.0
MT	111	43.5	114	44.7	8	3.1	20	7.8	0	0.0	1	0.4	1	0.4	255	100.0
NE	173	62.2	92	33.1	5	1.8	5	1.8	0	0.0	3	1.1	0	0.0	278	100.0
NV	142	51.1	107	38.5	3	1.1	24	8.6	0	0.0	2	0.7	0	0.0	278	100.0
NH	73	65.8	22	19.8	2	1.8	14	12.6	0	0.0	0	0.0	0	0.0	111	100.0

Table 111
Occupants Killed, by State and Vehicle Type (Continued)

State	Vehicle Type												Unknown		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Motorcycles		Buses		Other Vehicles					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	458	75.5	98	16.1	4	0.7	43	7.1	0	0.0	4	0.7	0	0.0	607	100.0
NM	177	43.0	194	47.1	9	2.2	26	6.3	1	0.2	2	0.5	3	0.7	412	100.0
NY	853	70.7	209	17.3	15	1.2	114	9.4	1	0.1	11	0.9	4	0.3	1,207	100.0
NC	863	67.8	320	25.1	14	1.1	62	4.9	2	0.2	10	0.8	2	0.2	1,273	100.0
ND	59	59.6	33	33.3	3	3.0	3	3.0	0	0.0	1	1.0	0	0.0	99	100.0
OH	892	69.3	255	19.8	24	1.9	106	8.2	0	0.0	11	0.9	0	0.0	1,288	100.0
OK	416	54.7	283	37.2	19	2.5	33	4.3	0	0.0	9	1.2	0	0.0	760	100.0
OR	250	55.8	154	34.4	13	2.9	24	5.4	0	0.0	6	1.3	1	0.2	448	100.0
PA	812	59.6	248	18.2	24	1.8	84	6.2	0	0.0	7	0.5	188	13.8	1,363	100.0
RI	49	73.1	12	17.9	1	1.5	5	7.5	0	0.0	0	0.0	0	0.0	67	100.0
SC	523	66.9	177	22.6	11	1.4	60	7.7	0	0.0	8	1.0	3	0.4	782	100.0
SD	76	54.7	49	35.3	5	3.6	8	5.8	0	0.0	1	0.7	0	0.0	139	100.0
TN	688	62.2	324	29.3	29	2.6	56	5.1	0	0.0	9	0.8	0	0.0	1,106	100.0
TX	1,698	56.8	1,095	36.6	67	2.2	117	3.9	1	0.0	14	0.5	0	0.0	2,992	100.0
UT	154	47.5	135	41.7	11	3.4	22	6.8	0	0.0	1	0.3	1	0.3	324	100.0
VT	50	59.5	21	25.0	5	6.0	7	8.3	0	0.0	0	0.0	1	1.2	84	100.0
VA	561	64.2	247	28.3	20	2.3	38	4.3	1	0.1	1	0.1	6	0.7	874	100.0
WA	361	61.6	182	31.1	13	2.2	28	4.8	0	0.0	2	0.3	0	0.0	586	100.0
WV	223	63.2	111	31.4	4	1.1	8	2.3	0	0.0	7	2.0	0	0.0	353	100.0
WI	421	64.2	150	22.9	10	1.5	63	9.6	0	0.0	11	1.7	1	0.2	656	100.0
WY	50	39.4	65	51.2	6	4.7	5	3.9	0	0.0	1	0.8	0	0.0	127	100.0
USA	21,989	61.6	10,224	28.6	717	2.0	2,106	5.9	17	0.0	340	1.0	300	0.8	35,693	100.0
PR	285	79.4	45	12.5	2	0.6	27	7.5	0	0.0	0	0.0	0	0.0	359	100.0

Table 112
Passenger Car Occupants Killed, by State and Restraint Use

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	220	31.7	426	61.4	48	6.9	694	100.0
AK	9	34.6	17	65.4	0	0.0	26	100.0
AZ	153	39.5	183	47.3	51	13.2	387	100.0
AR	73	22.0	196	59.0	63	19.0	332	100.0
CA	864	52.9	539	33.0	231	14.1	1,634	100.0
CO	106	38.7	165	60.2	3	1.1	274	100.0
CT	62	33.7	100	54.3	22	12.0	184	100.0
DE	30	33.3	58	64.4	2	2.2	90	100.0
DC	6	27.3	12	54.5	4	18.2	22	100.0
FL	599	44.0	718	52.8	44	3.2	1,361	100.0
GA	265	31.4	445	52.7	135	16.0	845	100.0
HI	33	49.3	28	41.8	6	9.0	67	100.0
ID	25	24.5	66	64.7	11	10.8	102	100.0
IL	235	30.3	380	49.0	160	20.6	775	100.0
IN	174	31.8	329	60.0	45	8.2	548	100.0
IA	112	39.6	127	44.9	44	15.5	283	100.0
KS	83	32.0	150	57.9	26	10.0	259	100.0
KY	154	32.8	303	64.6	12	2.6	469	100.0
LA	147	33.8	227	52.2	61	14.0	435	100.0
ME	51	41.5	64	52.0	8	6.5	123	100.0
MD	164	48.4	154	45.4	21	6.2	339	100.0
MA	70	27.6	125	49.2	59	23.2	254	100.0
MI	348	41.8	380	45.7	104	12.5	832	100.0
MN	162	47.5	142	41.6	37	10.9	341	100.0
MS	135	26.8	354	70.4	14	2.8	503	100.0
MO	206	30.4	391	57.8	80	11.8	677	100.0
MT	38	34.2	68	61.3	5	4.5	111	100.0
NE	59	34.1	85	49.1	29	16.8	173	100.0
NV	65	45.8	72	50.7	5	3.5	142	100.0
NH	21	28.8	46	63.0	6	8.2	73	100.0

Table 112
Passenger Car Occupants Killed, by State and Restraint Use (Continued)

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	170	37.1	267	58.3	21	4.6	458	100.0
NM	77	43.5	97	54.8	3	1.7	177	100.0
NY	350	41.0	370	43.4	133	15.6	853	100.0
NC	391	45.3	344	39.9	128	14.8	863	100.0
ND	11	18.6	47	79.7	1	1.7	59	100.0
OH	323	36.2	500	56.1	69	7.7	892	100.0
OK	130	31.3	284	68.3	2	0.5	416	100.0
OR	151	60.4	76	30.4	23	9.2	250	100.0
PA	213	26.2	455	56.0	144	17.7	812	100.0
RI	8	16.3	41	83.7	0	0.0	49	100.0
SC	216	41.3	300	57.4	7	1.3	523	100.0
SD	19	25.0	47	61.8	10	13.2	76	100.0
TN	208	30.2	461	67.0	19	2.8	688	100.0
TX	856	50.4	813	47.9	29	1.7	1,698	100.0
UT	66	42.9	86	55.8	2	1.3	154	100.0
VT	19	38.0	27	54.0	4	8.0	50	100.0
VA	213	38.0	307	54.7	41	7.3	561	100.0
WA	157	43.5	188	52.1	16	4.4	361	100.0
WV	63	28.3	142	63.7	18	8.1	223	100.0
WI	134	31.8	259	61.5	28	6.7	421	100.0
WY	13	26.0	37	74.0	0	0.0	50	100.0
USA	8,457	38.5	11,498	52.3	2,034	9.3	21,989	100.0
PR	69	24.2	216	75.8	0	0.0	285	100.0

Table 113
1997 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	District of Columbia	24	529	4.54
2	New Mexico	66	1,730	3.82
3	Florida	528	14,654	3.60
4	Nevada	59	1,677	3.52
5	Arizona	149	4,555	3.27
6	Louisiana	134	4,352	3.08
7	South Carolina	103	3,760	2.74
8	Georgia	182	7,486	2.43
9	North Carolina	176	7,425	2.37
10	California	757	32,268	2.35
11	Texas	441	19,439	2.27
12	New York	383	18,137	2.11
13	Maryland	107	5,094	2.10
14	Oklahoma	69	3,317	2.08
15	Vermont	12	589	2.04
16	Tennessee	107	5,368	1.99
17	Mississippi	54	2,731	1.98
18	Alabama	85	4,319	1.97
19	Arkansas	49	2,523	1.94
20	Delaware	14	732	1.91
21	Utah	39	2,059	1.89
22	Wyoming	9	480	1.88
23	Missouri	100	5,402	1.85
24	New Jersey	143	8,053	1.78
25	Hawaii	21	1,187	1.77
26	Oregon	57	3,243	1.76
27	Michigan	165	9,774	1.69
28	Illinois	196	11,896	1.65

Table 113
1997 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
29	Alaska	10	609	1.64
30	Kentucky	64	3,908	1.64
31	Connecticut	53	3,270	1.62
32	Idaho	19	1,210	1.57
33	Maine	19	1,242	1.53
34	Colorado	56	3,893	1.44
35	Pennsylvania	170	12,020	1.41
36	Virginia	89	6,734	1.32
37	Massachusetts	79	6,118	1.29
38	Washington	72	5,610	1.28
39	Indiana	72	5,864	1.23
40	Wisconsin	63	5,170	1.22
41	Minnesota	56	4,686	1.20
42	West Virginia	21	1,816	1.16
43	Ohio	126	11,186	1.13
44	Kansas	27	2,595	1.04
45	Nebraska	17	1,657	1.03
46	Montana	9	879	1.02
47	Iowa	27	2,852	0.95
48	New Hampshire	11	1,173	0.94
49	South Dakota	6	738	0.81
50	North Dakota	5	641	0.78
51	Rhode Island	7	987	0.71
	USA	5,307	267,636	1.98
	Puerto Rico	208	3,818	5.45

Table 114
Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Number	Percent	Number	Percent
	Number	Percent	Number	Percent	Number	Percent				
AL	716	60.2	96	8.0	377	31.7	473	39.8	1,189	100.0
AK	36	47.2	12	15.2	29	37.7	41	52.8	77	100.0
AZ	518	54.5	86	9.0	347	36.5	433	45.5	951	100.0
AR	467	70.8	51	7.7	142	21.6	193	29.2	660	100.0
CA	2,374	64.4	331	9.0	982	26.6	1,314	35.6	3,688	100.0
CO	395	64.4	45	7.3	174	28.3	218	35.6	613	100.0
CT	186	55.0	36	10.7	116	34.3	152	45.0	338	100.0
DE	82	57.3	20	14.1	41	28.6	61	42.7	143	100.0
DC	25	41.5	6	10.1	29	48.4	35	58.5	60	100.0
FL	1,848	66.4	181	6.5	753	27.1	934	33.6	2,782	100.0
GA	999	63.4	138	8.8	440	27.9	578	36.6	1,577	100.0
HI	72	55.3	12	8.9	47	35.8	59	44.7	131	100.0
ID	157	60.4	16	6.2	86	33.4	102	39.6	259	100.0
IL	808	57.9	123	8.8	464	33.3	587	42.1	1,395	100.0
IN	627	67.1	52	5.6	256	27.4	308	32.9	935	100.0
IA	294	62.8	48	10.2	126	27.0	174	37.2	468	100.0
KS	339	70.5	34	7.1	108	22.4	142	29.5	481	100.0
KY	578	67.4	53	6.1	227	26.5	279	32.6	857	100.0
LA	492	53.9	96	10.5	326	35.7	421	46.1	913	100.0
ME	128	66.6	9	4.8	55	28.6	64	33.4	192	100.0
MD	387	63.7	57	9.3	164	27.0	221	36.3	608	100.0
MA	233	52.6	60	13.7	149	33.7	209	47.4	442	100.0
MI	888	61.4	126	8.7	432	29.9	558	38.6	1,446	100.0
MN	407	67.8	32	5.4	161	26.8	193	32.2	600	100.0
MS	517	60.0	58	6.7	286	33.3	344	40.0	861	100.0
MO	683	57.3	124	10.4	385	32.3	509	42.7	1,192	100.0
MT	145	54.7	20	7.7	100	37.6	120	45.3	265	100.0
NE	197	65.4	22	7.4	82	27.3	105	34.6	302	100.0
NV	187	53.8	43	12.4	117	33.8	160	46.2	347	100.0
NH	65	52.3	13	10.3	47	37.4	60	47.7	125	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 114
Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash (Continued)

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Number	Percent	Number	Percent
	Number	Percent	Number	Percent	Number	Percent				
NJ	492	63.6	79	10.3	202	26.1	282	36.4	774	100.0
NM	264	54.5	47	9.8	173	35.7	220	45.5	484	100.0
NY	1,194	72.6	115	7.0	334	20.3	449	27.4	1,643	100.0
NC	955	64.4	101	6.8	427	28.8	528	35.6	1,483	100.0
ND	55	52.2	4	3.6	46	44.3	50	47.8	105	100.0
OH	965	67.0	92	6.4	384	26.6	476	33.0	1,441	100.0
OK	536	64.0	62	7.4	240	28.6	302	36.0	838	100.0
OR	295	56.5	55	10.6	173	33.0	228	43.5	523	100.0
PA	926	59.5	118	7.6	514	33.0	631	40.5	1,557	100.0
RI	34	45.4	8	10.3	33	44.3	41	54.6	75	100.0
SC	585	64.8	45	5.0	273	30.2	318	35.2	903	100.0
SD	87	58.7	15	10.0	46	31.4	61	41.3	148	100.0
TN	727	59.4	90	7.4	406	33.2	496	40.6	1,223	100.0
TX	1,762	50.2	379	10.8	1,369	39.0	1,748	49.8	3,510	100.0
UT	291	79.4	25	6.8	50	13.7	75	20.6	366	100.0
VT	62	64.2	8	8.6	26	27.1	34	35.8	96	100.0
VA	601	61.1	85	8.6	298	30.3	383	38.9	984	100.0
WA	376	55.6	68	10.1	232	34.3	300	44.4	676	100.0
WV	233	61.4	17	4.4	129	34.2	146	38.6	379	100.0
WI	396	54.7	64	8.8	265	36.6	329	45.3	725	100.0
WY	94	68.5	9	6.6	34	24.9	43	31.5	137	100.0
USA	25,778	61.4	3,485	8.3	12,704	30.3	16,189	38.6	41,967	100.0
PR	299	50.5	65	10.9	228	38.6	292	49.5	591	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 115
Drivers Involved in Fatal Crashes, by State
and Blood Alcohol Concentration of the Driver

State	Blood Alcohol Concentration of Driver								Total Drivers Involved in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,215	74.9	94	5.8	314	19.4	408	25.1	1,623	100.0
AK	58	62.4	11	11.3	24	26.3	35	37.6	93	100.0
AZ	904	73.5	72	5.9	254	20.6	326	26.5	1,230	100.0
AR	693	81.2	44	5.2	116	13.6	160	18.8	853	100.0
CA	3,858	79.5	295	6.1	697	14.4	993	20.5	4,851	100.0
CO	634	78.0	42	5.2	136	16.8	178	22.0	812	100.0
CT	314	69.9	37	8.3	98	21.9	136	30.1	450	100.0
DE	135	72.4	16	8.7	35	18.9	52	27.6	187	100.0
DC	55	66.0	8	9.9	20	24.1	28	34.0	83	100.0
FL	3,256	82.3	156	3.9	543	13.7	699	17.7	3,955	100.0
GA	1,713	79.0	122	5.6	332	15.3	455	21.0	2,168	100.0
HI	132	73.3	11	6.3	37	20.5	48	26.7	180	100.0
ID	219	72.0	20	6.6	65	21.4	85	28.0	304	100.0
IL	1,414	73.9	120	6.3	379	19.8	499	26.1	1,913	100.0
IN	1,088	80.6	45	3.4	217	16.1	262	19.4	1,350	100.0
IA	491	75.7	49	7.5	109	16.8	158	24.3	649	100.0
KS	523	80.6	32	4.9	94	14.5	126	19.4	649	100.0
KY	915	79.2	52	4.5	188	16.3	241	20.8	1,156	100.0
LA	835	71.1	97	8.3	242	20.6	339	28.9	1,174	100.0
ME	212	79.6	10	3.8	44	16.5	54	20.4	266	100.0
MD	720	79.7	54	6.0	129	14.3	184	20.3	904	100.0
MA	400	68.0	59	10.0	129	21.9	188	32.0	588	100.0
MI	1,585	77.0	129	6.3	343	16.7	473	23.0	2,058	100.0
MN	676	80.2	35	4.2	132	15.6	167	19.8	843	100.0
MS	816	73.5	56	5.0	238	21.4	294	26.5	1,110	100.0
MO	1,156	72.2	119	7.4	326	20.4	445	27.8	1,601	100.0
MT	186	62.9	18	6.1	91	31.0	109	37.1	295	100.0
NE	314	78.2	21	5.2	66	16.5	87	21.8	401	100.0
NV	347	71.6	48	10.0	89	18.4	138	28.4	485	100.0
NH	117	67.8	13	7.7	42	24.5	56	32.2	173	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 115
Drivers Involved in Fatal Crashes, by State
and Blood Alcohol Concentration of the Driver (Continued)

State	Blood Alcohol Concentration of Driver								Total Drivers Involved in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	835	78.5	80	7.5	149	14.0	229	21.5	1,064	100.0
NM	407	72.0	39	6.8	120	21.2	158	28.0	565	100.0
NY	1,839	83.3	103	4.7	267	12.1	369	16.7	2,208	100.0
NC	1,609	80.0	89	4.4	314	15.6	403	20.0	2,012	100.0
ND	90	68.9	4	3.3	36	27.8	41	31.1	131	100.0
OH	1,575	79.2	89	4.5	325	16.3	414	20.8	1,989	100.0
OK	856	78.1	50	4.6	190	17.3	240	21.9	1,096	100.0
OR	487	72.5	44	6.5	141	21.0	185	27.5	672	100.0
PA	1,622	73.9	130	5.9	444	20.2	574	26.1	2,196	100.0
RI	59	60.5	9	9.3	30	30.2	39	39.5	98	100.0
SC	942	79.5	41	3.4	203	17.1	243	20.5	1,185	100.0
SD	126	71.0	11	6.1	41	22.9	52	29.0	178	100.0
TN	1,244	75.0	83	5.0	331	20.0	414	25.0	1,658	100.0
TX	3,181	67.8	398	8.5	1,111	23.7	1,509	32.2	4,690	100.0
UT	404	87.9	20	4.3	36	7.8	56	12.1	460	100.0
VT	108	77.9	8	5.5	23	16.6	31	22.1	139	100.0
VA	1,008	75.3	78	5.8	253	18.9	331	24.7	1,339	100.0
WA	629	71.8	61	7.0	186	21.2	247	28.2	876	100.0
WV	402	76.5	19	3.5	105	20.0	124	23.5	526	100.0
WI	682	70.8	61	6.4	220	22.8	281	29.2	963	100.0
WY	119	78.1	9	5.9	25	16.0	34	21.9	153	100.0
USA	43,209	76.3	3,313	5.9	10,080	17.8	13,393	23.7	56,602	100.0
PR	513	69.5	68	9.3	157	21.2	225	30.5	738	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 116
Drivers Killed in Fatal Crashes, by State
and Blood Alcohol Concentration of the Driver

State	Blood Alcohol Concentration of Driver								Total Drivers Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	480	61.8	53	6.9	243	31.3	297	38.2	777	100.0
AK	26	56.1	7	14.2	14	29.7	21	43.9	47	100.0
AZ	274	59.8	31	6.8	153	33.4	184	40.2	458	100.0
AR	303	70.9	30	7.1	94	22.0	124	29.1	427	100.0
CA	1,219	67.1	161	8.8	437	24.1	598	32.9	1,817	100.0
CO	250	66.8	19	5.2	105	28.0	125	33.2	375	100.0
CT	112	56.1	17	8.5	70	35.4	87	43.9	199	100.0
DE	53	62.9	7	8.4	24	28.7	31	37.1	84	100.0
DC	12	57.4	2	7.2	7	35.4	9	42.6	21	100.0
FL	1,043	70.5	76	5.2	359	24.3	435	29.5	1,478	100.0
GA	651	66.9	77	7.9	245	25.2	322	33.1	973	100.0
HI	52	62.7	7	9.0	23	28.3	31	37.3	83	100.0
ID	90	59.1	13	8.5	50	32.4	63	40.9	153	100.0
IL	505	61.2	52	6.4	267	32.4	319	38.8	824	100.0
IN	434	70.6	23	3.8	158	25.6	181	29.4	615	100.0
IA	213	68.4	19	6.2	79	25.4	99	31.6	312	100.0
KS	240	74.5	16	4.9	66	20.6	82	25.5	322	100.0
KY	372	67.8	23	4.3	153	27.9	177	32.2	549	100.0
LA	308	60.2	42	8.3	161	31.5	204	39.8	512	100.0
ME	81	68.6	5	4.4	32	27.0	37	31.4	118	100.0
MD	227	65.8	30	8.8	88	25.4	118	34.2	345	100.0
MA	156	59.0	26	9.8	82	31.2	108	41.0	264	100.0
MI	552	65.3	55	6.5	239	28.2	294	34.7	846	100.0
MN	261	67.6	20	5.1	105	27.2	125	32.4	386	100.0
MS	338	63.0	24	4.5	174	32.4	198	37.0	536	100.0
MO	490	63.2	52	6.7	234	30.1	285	36.8	775	100.0
MT	90	52.1	8	4.4	75	43.5	83	47.9	173	100.0
NE	137	71.5	9	5.0	45	23.5	54	28.5	191	100.0
NV	125	64.1	18	9.1	52	26.9	70	35.9	195	100.0
NH	36	47.4	8	10.5	32	42.1	40	52.6	76	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 116
Drivers Killed in Fatal Crashes, by State
and Blood Alcohol Concentration of the Driver (Continued)

State	Blood Alcohol Concentration of Driver								Total Drivers Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	290	71.7	30	7.5	84	20.8	114	28.3	404	100.0
NM	137	57.6	19	7.8	82	34.6	100	42.4	237	100.0
NY	632	76.9	40	4.9	149	18.2	190	23.1	822	100.0
NC	582	66.9	55	6.3	233	26.8	288	33.1	870	100.0
ND	43	60.3	2	2.9	26	36.8	28	39.7	71	100.0
OH	643	68.1	49	5.2	252	26.7	301	31.9	944	100.0
OK	369	68.2	28	5.2	144	26.6	172	31.8	541	100.0
OR	177	57.8	23	7.6	106	34.6	129	42.2	306	100.0
PA	618	63.4	49	5.0	308	31.6	357	36.6	975	100.0
RI	22	50.0	4	9.1	18	40.9	22	50.0	44	100.0
SC	388	68.5	25	4.4	154	27.2	178	31.5	566	100.0
SD	58	62.1	4	4.4	31	33.5	36	37.9	94	100.0
TN	488	61.8	48	6.1	253	32.1	301	38.2	789	100.0
TX	1,170	58.1	160	8.0	682	33.9	842	41.9	2,012	100.0
UT	153	80.7	11	6.0	25	13.3	37	19.3	190	100.0
VT	43	70.7	2	3.9	16	25.4	18	29.3	61	100.0
VA	399	63.3	45	7.1	186	29.6	231	36.7	630	100.0
WA	222	59.0	31	8.1	124	32.9	154	41.0	376	100.0
WV	159	65.2	10	4.0	75	30.8	85	34.8	244	100.0
WI	269	57.7	30	6.4	168	35.9	197	42.3	466	100.0
WY	49	68.9	4	5.8	18	25.3	22	31.1	71	100.0
USA	16,039	65.1	1,601	6.5	7,003	28.4	8,605	34.9	24,644	100.0
PR	133	58.5	15	6.5	80	34.9	95	41.5	228	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 117
Surviving Drivers in Fatal Crashes, by State
and Blood Alcohol Concentration of the Driver

State	Blood Alcohol Concentration of Driver								Total Surviving Drivers in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	734	86.8	40	4.8	71	8.4	112	13.2	846	100.0
AK	32	68.9	4	8.4	10	22.7	14	31.1	46	100.0
AZ	630	81.6	41	5.3	101	13.0	142	18.4	772	100.0
AR	390	91.6	14	3.2	22	5.2	36	8.4	426	100.0
CA	2,640	87.0	134	4.4	260	8.6	394	13.0	3,034	100.0
CO	383	87.7	22	5.1	31	7.1	54	12.3	437	100.0
CT	203	80.8	20	8.1	28	11.1	48	19.2	251	100.0
DE	83	80.2	9	8.9	11	10.9	20	19.8	103	100.0
DC	43	68.9	7	10.8	13	20.3	19	31.1	62	100.0
FL	2,214	89.4	80	3.2	183	7.4	263	10.6	2,477	100.0
GA	1,062	88.9	46	3.8	87	7.3	133	11.1	1,195	100.0
HI	80	82.3	4	3.9	13	13.8	17	17.7	97	100.0
ID	129	85.1	7	4.7	15	10.2	22	14.9	151	100.0
IL	909	83.5	67	6.2	112	10.3	180	16.5	1,089	100.0
IN	654	88.9	22	3.0	59	8.1	81	11.1	735	100.0
IA	278	82.4	30	8.8	30	8.8	59	17.6	337	100.0
KS	283	86.5	16	4.9	28	8.6	44	13.5	327	100.0
KY	543	89.5	29	4.8	35	5.8	64	10.5	607	100.0
LA	527	79.6	55	8.2	81	12.2	135	20.4	662	100.0
ME	131	88.5	5	3.4	12	8.1	17	11.5	148	100.0
MD	493	88.3	24	4.3	42	7.5	66	11.7	559	100.0
MA	244	75.4	33	10.2	47	14.4	80	24.6	324	100.0
MI	1,033	85.2	74	6.1	105	8.6	179	14.8	1,212	100.0
MN	415	90.8	15	3.4	27	5.8	42	9.2	457	100.0
MS	478	83.3	32	5.5	64	11.2	96	16.7	574	100.0
MO	666	80.6	67	8.1	93	11.2	160	19.4	826	100.0
MT	95	78.2	10	8.5	16	13.3	27	21.8	122	100.0
NE	177	84.4	11	5.4	21	10.2	33	15.6	210	100.0
NV	222	76.7	31	10.6	37	12.7	68	23.3	290	100.0
NH	81	83.8	5	5.4	10	10.8	16	16.2	97	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 117
Surviving Drivers in Fatal Crashes, by State
and Blood Alcohol Concentration of the Driver (Continued)

State	Blood Alcohol Concentration of Driver								Total Surviving Drivers in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	545	82.6	50	7.6	65	9.8	115	17.4	660	100.0
NM	270	82.3	20	6.1	38	11.6	58	17.7	328	100.0
NY	1,206	87.0	63	4.5	117	8.4	180	13.0	1,386	100.0
NC	1,027	89.9	34	3.0	81	7.1	115	10.1	1,142	100.0
ND	47	79.0	2	3.8	10	17.1	13	21.0	60	100.0
OH	932	89.2	40	3.9	73	7.0	113	10.8	1,045	100.0
OK	487	87.7	22	4.0	46	8.2	68	12.3	555	100.0
OR	311	84.9	20	5.6	35	9.5	55	15.1	366	100.0
PA	1,005	82.3	81	6.6	136	11.1	216	17.7	1,221	100.0
RI	37	69.1	5	9.4	12	21.4	17	30.9	54	100.0
SC	554	89.5	16	2.6	49	7.9	65	10.5	619	100.0
SD	68	81.0	7	8.0	9	11.0	16	19.0	84	100.0
TN	756	87.0	35	4.1	77	8.9	113	13.0	869	100.0
TX	2,011	75.1	238	8.9	429	16.0	667	24.9	2,678	100.0
UT	251	93.0	8	3.1	11	3.9	19	7.0	270	100.0
VT	65	83.5	5	6.8	8	9.7	13	16.5	78	100.0
VA	609	86.0	33	4.6	67	9.4	100	14.0	709	100.0
WA	407	81.5	31	6.1	62	12.4	93	18.5	500	100.0
WV	243	86.2	9	3.1	30	10.7	39	13.8	282	100.0
WI	413	83.2	31	6.3	52	10.5	84	16.8	497	100.0
WY	71	86.1	5	5.9	7	8.0	11	13.9	82	100.0
USA	27,170	85.0	1,712	5.4	3,076	9.6	4,788	15.0	31,958	100.0
PR	379	74.4	54	10.5	77	15.1	131	25.6	510	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 118
Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit									Estimated Costs of Speeding-Related Crashes by Road Type (Million 1994 Dollars)		
		Total	Interstate		Non-Interstate						Total	Interstate	Non-Interstate
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph			
AL	1,189	417	48	1	118	9	133	24	40	25	476	60	416
AK	77	27	1	5	5	5	3	4	1	3	62	11	52
AZ	951	353	42	13	80	24	51	47	26	38	551	81	469
AR	660	198	15	2	114	1	19	4	16	18	283	33	251
CA	3,688	1,294	211	32	328	47	127	83	167	127	2,996	467	2,529
CO	613	259	29	26	58	8	23	25	29	38	429	75	354
CT	338	141	0	25	4	3	18	16	16	58	436	66	370
DE	143	48	0	3	5	25	1	4	4	6	86	9	77
DC	60	32	0	0	0	0	1	0	0	31	104	9	95
FL	2,782	768	73	24	97	28	113	55	85	91	1,677	245	1,432
GA	1,577	356	27	12	158	4	58	20	48	24	784	100	684
HI	131	42	0	8	4	4	8	1	9	8	121	19	103
ID	259	96	17	0	18	11	4	6	11	12	121	19	102
IL	1,395	452	41	33	206	1	28	12	56	75	1,201	175	1,025
IN	935	243	18	9	69	18	28	31	28	31	533	69	464
IA	468	61	4	1	29	2	4	0	6	15	210	26	183
KS	481	115	18	0	36	3	4	4	10	14	232	34	198
KY	857	247	14	7	170	0	10	0	31	11	413	48	364
LA	913	155	7	7	79	2	27	3	18	7	448	57	391
ME	192	69	6	0	3	10	24	6	11	5	135	16	119
MD	608	162	14	7	13	21	9	27	15	21	588	86	502
MA	442	156	12	4	7	10	16	29	17	61	723	94	628
MI	1,446	367	25	16	166	8	35	19	33	38	997	133	863
MN	600	136	3	8	83	4	7	1	2	15	341	40	300
MS	861	234	35	2	74	28	34	5	18	15	273	40	233
MO	1,192	460	59	17	184	1	23	23	35	35	701	107	594
MT	265	131	6	1	42	1	4	0	10	4	131	24	107
NE	302	70	7	0	8	24	4	2	4	6	161	20	141
NV	347	127	20	4	13	4	21	1	23	16	230	37	192
NH	125	37	3	1	3	3	1	3	13	10	85	11	75

Table 118
Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit (Continued)

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit									Estimated Costs of Speeding-Related Crashes by Road Type (Million 1994 Dollars)		
		Total	Interstate		Non-Interstate						Total	Interstate	Non-Interstate
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph			
NJ	774	74	0	3	4	11	9	14	10	22	1,004	131	874
NM	484	165	32	2	27	4	17	5	17	21	231	39	192
NY	1,643	452	4	13	157	12	36	37	15	111	2,280	273	2,008
NC	1,483	515	15	12	303	5	104	0	66	5	960	100	860
ND	105	58	5	0	40	0	0	2	1	6	64	7	57
OH	1,441	330	30	4	186	2	20	14	35	31	1,220	159	1,061
OK	838	358	53	3	85	8	64	17	22	10	434	64	370
OR	523	151	7	5	94	5	12	4	11	13	280	32	248
PA	1,557	449	27	16	136	11	82	64	63	43	1,042	128	914
RI	75	31	1	2	3	1	1	3	7	13	89	11	77
SC	903	446	32	12	159	12	95	17	64	24	521	62	459
SD	148	65	9	0	26	0	4	4	1	3	85	12	73
TN	1,223	323	18	9	80	16	58	38	50	51	566	65	501
TX	3,510	1,315	172	44	208	39	100	62	104	114	2,365	355	2,010
UT	366	113	35	0	14	7	7	11	5	5	179	37	142
VT	96	35	7	0	0	14	3	3	7	1	50	9	42
VA	984	277	32	14	132	0	40	8	33	18	633	94	539
WA	676	242	31	1	25	42	15	11	52	35	629	86	543
WV	379	99	10	2	44	5	11	11	9	5	183	24	159
WI	725	208	7	3	134	2	14	6	12	23	462	49	413
WY	137	77	22	0	9	0	2	1	1	3	85	20	64
USA*	41,967	13,036	1,304	413	4,040	505	1,532	787	1,367	1,415	28,889	3,970	24,919
PR	591	297	0	77	11	9	70	36	63	31	652	166	485

*Of the total number of speeding-related fatalities in 1997, 6,054 occurred on roads with posted speed limits between 55 and 65 mph, and 844 occurred on roads with speed limits above 65 mph.

Notes: Totals may not equal sum of components due to independent rounding. The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown. The total column for costs of speeding-related crashes includes costs for crashes that occurred on unknown road types. Costs are based on preliminary estimates.

Table 119
Rural Fatal Crashes by State and Average Emergency Medical Services (EMS)
Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	6.00	99.9	9.00	99.9	NA	NA	8.50	99.7	654
AK	8.55	20.8	17.93	6.3	37.66	39.6	46.73	45.8	48
AZ	6.89	36.2	15.98	35.2	57.57	98.3	74.17	98.5	412
AR	7.64	8.3	10.98	6.5	36.04	88.1	49.76	88.6	446
CA	4.75	99.4	6.00	99.5	NA	NA	45.25	99.7	1,303
CO	8.42	12.7	13.26	6.5	39.43	41.9	54.89	45.8	308
CT	1.55	25.5	7.66	4.1	36.61	34.7	44.17	34.7	98
DE	7.11	4.4	8.21	4.4	27.14	58.0	42.67	56.5	69
DC	NA	NA	NA	NA	NA	NA	NA	NA	NA
FL	5.69	13.9	9.22	11.0	10.00	99.9	10.00	99.9	984
GA	3.17	17.0	9.71	15.9	38.68	27.6	50.10	28.6	804
HI	4.14	12.2	9.21	4.1	39.35	18.4	53.21	20.4	49
ID	7.31	17.0	13.88	12.4	10.00	98.5	17.67	98.5	194
IL	6.08	7.3	6.50	99.3	NA	NA	NA	NA	531
IN	5.72	45.5	8.93	37.2	33.22	64.1	46.04	64.3	541
IA	8.76	16.7	11.37	12.9	37.12	25.1	55.83	28.3	311
KS	8.94	11.0	12.20	5.3	35.29	26.3	54.78	28.2	301
KY	6.54	15.2	10.20	10.7	37.43	37.1	51.79	38.6	620
LA	8.14	10.3	13.43	2.9	50.29	98.7	67.00	98.7	523
ME	7.39	9.3	9.26	2.9	37.13	24.3	51.16	25.7	140
MD	3.61	40.7	7.92	18.6	41.93	59.7	50.78	60.5	258
MA	6.67	43.2	8.26	33.3	32.42	53.1	45.73	54.3	81
MI	3.74	20.7	8.76	18.0	44.00	99.7	65.50	99.7	649
MN	3.53	17.1	11.87	24.4	34.51	45.8	49.69	46.6	369
MS	12.40	18.2	13.75	17.8	14.89	16.5	40.79	16.8	732
MO	7.37	16.0	10.41	3.3	38.20	63.8	52.69	64.7	699
MT	10.96	8.7	16.18	5.3	38.33	34.6	57.50	38.5	208
NE	8.09	19.4	10.02	15.2	33.10	40.8	49.89	44.1	211
NV	10.29	21.0	19.21	15.4	39.44	43.4	64.19	49.0	143
NH	4.57	6.9	9.94	6.9	31.47	82.8	40.87	82.8	87

Table 119
Rural Fatal Crashes by State and Average Emergency Medical Services (EMS)
Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	2.40	97.4	11.40	97.4	24.50	99.0	37.00	99.0	195
NM	9.73	73.6	14.30	70.6	42.32	77.2	59.73	78.2	303
NY	4.62	24.7	8.05	21.9	37.31	43.0	47.78	43.0	725
NC	0.01	71.1	14.87	70.9	22.00	99.9	27.00	99.9	881
ND	11.45	18.8	15.39	7.5	45.52	37.5	67.18	43.8	80
OH	6.89	41.0	10.05	39.6	35.31	65.0	49.76	66.9	729
OK	10.62	35.2	12.13	23.2	39.26	44.9	56.78	47.1	512
OR	5.94	13.0	11.44	3.4	44.41	42.6	56.09	44.4	322
PA	6.45	51.6	9.80	48.3	37.21	65.7	50.70	67.3	673
RI	0.73	8.3	8.17	0.0	35.60	16.7	44.90	16.7	12
SC	8.92	5.3	11.05	2.5	10.00	99.9	25.00	99.9	713
SD	9.63	17.2	13.27	13.8	34.86	31.9	54.11	37.1	116
TN	10.30	50.3	11.37	40.4	34.77	81.8	48.14	82.2	636
TX	8.47	30.4	13.00	29.8	39.73	53.8	58.63	55.2	1,694
UT	6.23	26.5	14.11	24.9	23.55	92.0	41.20	92.0	249
VT	5.07	20.8	12.10	5.2	33.21	27.3	49.58	31.2	77
VA	NA	NA	NA	NA	NA	NA	NA	NA	588
WA	7.74	26.7	10.05	9.5	43.25	38.8	54.83	41.4	348
WV	5.28	5.4	11.18	0.0	45.43	28.6	59.16	30.3	294
WI	4.77	9.5	10.77	5.6	33.12	43.0	47.59	44.0	484
WY	10.38	11.5	17.33	7.7	39.70	42.3	66.69	44.2	104
USA	6.96	35.2	11.32	33.7	35.96	67.4	51.83	68.3	21,508
PR	11.83	68.6	14.37	69.6	NA	NA	NA	NA	204

* Includes crashes for which both times were known.
NA = not available or not applicable.

Table 120
Urban Fatal Crashes by State and Average Emergency Medical Services (EMS)
Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	NA	NA	NA	NA	NA	NA	NA	NA	391
AK	1.00	25.0	5.80	0.0	17.58	5.0	24.00	5.0	20
AZ	2.71	59.4	6.92	60.6	22.29	98.4	31.88	98.1	431
AR	6.65	9.3	5.57	3.4	21.13	87.3	33.20	87.3	118
CA	3.65	98.4	7.75	98.6	22.27	99.4	38.53	98.3	1,975
CO	3.93	14.2	5.73	5.3	23.05	26.1	31.20	26.6	226
CT	1.92	18.1	5.35	4.2	26.21	28.2	32.76	28.7	216
DE	2.09	7.8	5.60	5.9	23.04	49.0	29.32	51.0	51
DC	2.56	8.8	5.48	1.8	16.33	5.3	24.02	8.8	57
FL	3.63	24.5	5.35	22.8	23.67	99.7	32.00	99.7	1,176
GA	2.27	16.0	6.36	15.1	29.61	23.2	38.21	23.4	595
HI	3.61	17.7	7.22	0.0	26.33	10.3	35.85	13.2	68
ID	1.71	7.7	4.73	0.0	NA	NA	NA	NA	26
IL	3.29	3.4	9.91	98.5	37.67	99.6	50.00	99.6	728
IN	4.01	46.9	5.22	31.1	23.37	45.3	30.72	46.1	254
IA	4.02	12.0	5.78	11.0	22.82	16.0	31.82	17.0	100
KS	3.81	13.6	7.02	7.6	24.27	13.6	34.83	13.6	118
KY	3.21	28.6	5.18	18.2	25.35	37.0	32.59	37.7	154
LA	5.42	15.5	7.58	8.8	20.14	85.2	33.07	85.6	284
ME	4.48	15.6	4.29	3.1	27.17	28.1	35.96	28.1	32
MD	1.69	75.3	4.81	66.4	42.90	76.8	47.68	79.0	271
MA	5.73	49.6	5.15	33.1	25.18	44.8	33.92	45.4	335
MI	2.55	38.3	5.17	35.8	17.00	99.7	23.50	99.7	634
MN	2.68	23.3	7.22	29.6	22.36	46.5	31.20	47.2	159
MS	13.00	22.2	14.14	22.2	14.00	22.2	41.14	22.2	9
MO	4.57	17.3	6.78	2.1	23.25	42.3	33.37	42.6	329
MT	2.00	13.3	6.33	0.0	17.62	13.3	26.17	20.0	15
NE	3.00	10.0	4.61	8.0	17.83	18.0	24.43	20.0	50
NV	2.55	12.9	5.98	5.6	19.53	32.4	28.50	32.4	179
NH	2.03	6.1	7.00	3.0	17.33	90.9	31.00	90.9	33

Table 120
Urban Fatal Crashes by State and Average Emergency Medical Services (EMS)
Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	3.60	97.0	9.55	97.8	26.50	98.0	39.20	98.0	503
NM	2.15	66.0	5.43	58.8	25.09	66.0	34.21	66.0	97
NY	3.71	68.3	7.42	70.1	26.87	79.9	36.75	79.6	776
NC	0.00	73.8	9.63	75.1	NA	NA	NA	NA	409
ND	1.33	0.0	3.44	0.0	13.56	0.0	18.33	0.0	9
OH	3.55	39.9	5.40	37.0	25.22	55.3	33.33	54.9	541
OK	4.29	47.4	6.07	34.0	26.42	42.1	34.98	42.1	209
OR	1.33	9.4	4.87	2.9	27.23	34.5	32.53	34.5	139
PA	3.57	45.6	6.62	40.1	27.61	56.9	33.68	58.0	531
RI	3.03	29.6	4.11	0.0	23.18	29.6	28.00	31.5	54
SC	3.86	1.2	7.31	2.4	NA	NA	NA	NA	85
SD	1.91	8.3	3.82	8.3	17.45	8.3	23.09	8.3	12
TN	6.14	83.3	5.67	76.4	20.35	89.1	25.46	89.7	466
TX	4.04	26.4	6.94	26.0	27.64	43.9	38.00	44.1	1,387
UT	1.65	23.3	4.43	21.7	5.00	96.7	13.00	96.7	60
VT	2.50	27.3	10.00	9.1	28.50	9.1	35.56	18.2	11
VA	NA	NA	NA	NA	NA	NA	NA	NA	309
WA	4.73	23.4	5.59	5.4	35.42	34.7	43.60	36.4	239
WV	4.15	2.1	5.02	0.0	28.78	23.4	34.63	25.5	47
WI	3.16	11.3	4.95	2.7	28.80	26.5	36.32	27.8	151
WY	7.67	7.7	5.54	0.0	20.10	23.1	29.90	23.1	13
USA	3.51	47.9	6.09	49.0	26.21	71.7	34.81	71.8	15,082
PR	10.12	78.4	11.21	77.8	NA	NA	NA	NA	347

* Includes crashes for which both times were known.
 NA = not available.

Table 121
Persons Killed, Population, and Fatality Rates by City

City	State	1997 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	452	227	50.2	7,380,906	6.12
Los Angeles	CA	295	125	42.4	3,553,638	8.30
Chicago	IL	251	83	33.1	2,721,547	9.22
Houston	TX	183	48	26.2	1,744,058	10.49
Philadelphia	PA	126	27	21.4	1,478,002	8.53
San Diego	CA	82	28	34.1	1,171,121	7.00
Phoenix	AZ	191	59	30.9	1,159,014	16.48
San Antonio	TX	117	31	26.5	1,067,816	10.96
Dallas	TX	171	38	22.2	1,053,292	16.23
Detroit	MI	164	38	23.2	1,000,272	16.40
San Jose	CA	54	21	38.9	838,744	6.44
Indianapolis	IN	43	7	16.3	746,737	5.76
San Francisco	CA	54	29	53.7	735,315	7.34
Jacksonville	FL	103	20	19.4	679,792	15.15
Baltimore	MD	49	16	32.7	675,401	7.25
Columbus	OH	55	13	23.6	657,053	8.37
El Paso	TX	54	20	37.0	599,865	9.00
Memphis	TN	120	31	25.8	596,725	20.11
Milwaukee	WI	38	13	34.2	590,503	6.44
Boston	MA	23	6	26.1	558,394	4.12
Washington	DC	60	24	40.0	543,213	11.05
Austin	TX	65	14	21.5	541,278	12.01
Seattle	WA	33	8	24.2	524,704	6.29
Nashville-Davidson	TN	100	12	12.0	511,263	19.56
Cleveland	OH	47	8	17.0	498,246	9.43
Denver	CO	68	22	32.4	497,840	13.66
Portland	OR	50	9	18.0	480,824	10.40
Fort Worth	TX	51	12	23.5	479,716	10.63
New Orleans	LA	62	20	32.3	476,625	13.01
Oklahoma City	OK	87	17	19.5	469,852	18.52

Note: 1997 population by city not available at time of publication.
 Source: Population—Bureau of the Census.

Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1997 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Tucson	AZ	71	11	15.5	449,002	15.81
Charlotte	NC	48	10	20.8	441,297	10.88
Kansas City	MO	83	12	14.5	441,259	18.81
Virginia Beach	VA	30	2	6.7	430,385	6.97
Honolulu	HI	28	12	42.9	423,475	6.61
Long Beach	CA	37	8	21.6	421,904	8.77
Albuquerque	NM	60	18	30.0	419,681	14.30
Atlanta	GA	65	23	35.4	401,907	16.17
Fresno	CA	38	13	34.2	396,011	9.60
Tulsa	OK	48	10	20.8	378,491	12.68
Las Vegas	NV	48	13	27.1	376,906	12.74
Sacramento	CA	45	15	33.3	376,243	11.96
Oakland	CA	30	10	33.3	367,230	8.17
Miami	FL	59	22	37.3	365,127	16.16
Omaha	NE	27	3	11.1	364,253	7.41
Minneapolis	MN	23	10	43.5	358,785	6.41
St. Louis	MO	48	10	20.8	351,565	13.65
Pittsburgh	PA	27	5	18.5	350,363	7.71
Colorado Springs	CO	21	5	23.8	345,127	6.08
Mesa	AZ	31	5	16.1	344,764	8.99
Wichita	KS	31	7	22.6	320,395	9.68
Toledo	OH	34	9	26.5	317,606	10.71
Buffalo	NY	16	5	31.3	310,548	5.15
Santa Ana	CA	21	11	52.4	302,419	6.94
Arlington	TX	24	3	12.5	294,816	8.14
Anaheim	CA	27	5	18.5	288,945	9.34
Tampa	FL	50	14	28.0	285,206	17.53
Corpus Christi	TX	30	9	30.0	280,260	10.70
Newark	NJ	44	12	27.3	268,510	16.39
Louisville	KY	30	7	23.3	260,689	11.51

Note: 1997 population by city not available at time of publication.

Source: Population—Bureau of the Census.

Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1997 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
St. Paul	MN	17	7	41.2	259,606	6.55
Birmingham	AL	52	12	23.1	258,543	20.11
Riverside	CA	30	5	16.7	255,069	11.76
Aurora	CO	15	3	20.0	252,341	5.94
Anchorage	AK	17	5	29.4	250,505	6.79
Raleigh	NC	17	5	29.4	243,835	6.97
Lexington-Fayette	KY	19	6	31.6	239,942	7.92
St. Petersburg	FL	42	11	26.2	235,988	17.80
Norfolk	VA	27	3	11.1	233,430	11.57
Stockton	CA	24	5	20.8	232,660	10.32
Jersey City	NJ	16	7	43.8	229,039	6.99
Rochester	NY	13	4	30.8	221,594	5.87
Akron	OH	13	2	15.4	216,882	5.99
Baton Rouge	LA	28	3	10.7	215,882	12.97
Lincoln	NE	8	2	25.0	209,192	3.82
Bakersfield	CA	18	9	50.0	205,508	8.76
Hialeah	FL	24	4	16.7	204,684	11.73
Mobile	AL	21	3	14.3	202,581	10.37
Richmond	VA	20	7	35.0	198,267	10.09
Madison	WI	4	1	25.0	197,630	2.02
Montgomery	AL	20	4	20.0	196,363	10.19
Greensboro	NC	21	5	23.8	195,426	10.75
Lubbock	TX	17	4	23.5	193,565	8.78
Des Moines	IA	19	7	36.8	193,422	9.82
Jackson	MS	16	2	12.5	192,923	8.29
Chesapeake	VA	14	2	14.3	192,342	7.28
Plano	TX	5	1	20.0	192,280	2.60
Shreveport	LA	14	4	28.6	191,558	7.31
Huntington Beach	CA	10	1	10.0	190,751	5.24
Yonkers	NY	10	2	20.0	190,316	5.25

Note: 1997 population by city not available at time of publication.
 Source: Population—Bureau of the Census.

Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1997 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Garland	TX	18	0	0.0	190,055	9.47
Grand Rapids	MI	17	3	17.6	188,242	9.03
Fremont	CA	12	2	16.7	187,800	6.39
Spokane	WA	8	2	25.0	186,562	4.29
Fort Wayne	IN	10	1	10.0	184,783	5.41
Glendale	CA	8	1	12.5	184,321	4.34
San Bernardino	CA	25	4	16.0	183,474	13.63
Columbus	GA	21	4	19.0	182,828	11.49
Glendale	AZ	18	2	11.1	182,219	9.88
Tacoma	WA	18	7	38.9	179,114	10.05
Scottsdale	AZ	20	4	20.0	179,012	11.17
Modesto	CA	10	2	20.0	178,559	5.60
Irving	TX	20	3	15.0	176,993	11.30
Newport News	VA	14	1	7.1	176,122	7.95
Little Rock	AR	22	2	9.1	175,752	12.52
Orlando	FL	26	8	30.8	173,902	14.95
Dayton	OH	19	1	5.3	172,947	10.99
Salt Lake City	UT	20	8	40.0	172,575	11.59
Huntsville	AL	29	7	24.1	170,424	17.02
Amarillo	TX	23	3	13.0	169,588	13.56
Knoxville	TN	24	3	12.5	167,535	14.33
Worcester	MA	9	6	66.7	166,350	5.41
Laredo	TX	11	2	18.2	164,899	6.67
Tempe	AZ	20	3	15.0	162,701	12.29
Syracuse	NY	5	4	80.0	155,865	3.21
Winston-Salem	NC	15	4	26.7	153,541	9.77
Providence	RI	17	3	17.6	152,558	11.14
Chula Vista	CA	9	1	11.1	151,963	5.92
Fort Lauderdale	FL	43	17	39.5	151,805	28.33
Oxnard	CA	11	4	36.4	151,009	7.28
Chattanooga	TN	36	7	19.4	150,425	23.93
Paterson	NJ	11	4	36.4	150,270	7.32

Note: 1997 population by city not available at time of publication.

Source: Population—Bureau of the Census.

Table 122
Fatalities and Fatality Rates by State, 1975-1997

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1980	1985	1990	1997	Difference, 1975-1997	1975	1980	1985	1990	1997	Difference, 1975-1997
AL	902	940	882	1,121	1,189	+32%	3.6	3.2	2.5	2.6	2.2	-39%
AK	112	88	127	98	77	-31%	4.4	3.3	3.2	2.5	1.8	-59%
AZ	670	947	893	869	951	+42%	4.2	5.3	4.1	2.5	2.2	-48%
AR	559	588	534	604	660	+18%	4.0	3.6	3.1	2.9	2.3	-43%
CA	4,092	5,496	4,960	5,192	3,688	-10%	3.1	3.5	2.4	2.0	1.3	-58%
CO	581	709	579	544	613	+6%	3.5	3.2	2.2	2.0	1.6	-54%
CT	389	575	448	385	338	-13%	2.1	3.0	2.0	1.5	1.2	-43%
DE	122	153	104	138	143	+17%	3.4	3.6	1.9	2.1	1.8	-47%
DC	70	41	60	48	60	-14%	2.3	1.2	1.9	1.4	1.8	-22%
FL	1,998	2,825	2,832	2,891	2,782	+39%	3.2	3.6	3.2	2.6	2.1	-34%
GA	1,360	1,508	1,361	1,562	1,577	+16%	3.5	3.5	2.5	2.2	1.7	-51%
HI	144	186	126	177	131	-9%	3.5	3.3	1.9	2.2	1.6	-54%
ID	281	331	255	244	259	-8%	4.8	4.8	3.3	2.5	2.0	-58%
IL	2,041	1,975	1,534	1,589	1,395	-32%	3.6	3.0	2.2	1.9	1.4	-61%
IN	1,128	1,166	974	1,049	935	-17%	3.0	3.0	2.4	2.0	1.4	-53%
IA	670	626	474	465	468	-30%	3.8	3.3	2.3	2.0	1.7	-55%
KS	509	595	486	444	481	-6%	3.3	3.4	2.5	1.9	1.8	-45%
KY	863	820	712	849	857	-1%	3.5	3.2	2.5	2.5	1.9	-46%
LA	934	1,219	931	959	913	-2%	4.6	5.0	2.8	2.5	2.4	-48%
ME	223	265	206	213	192	-14%	3.1	3.5	2.2	1.8	1.4	-55%
MD	670	756	729	707	608	-9%	2.7	2.6	2.2	1.7	1.3	-52%
MA	864	881	742	605	442	-49%	2.7	2.5	1.9	1.3	0.9	-67%
MI	1,779	1,750	1,545	1,571	1,446	-19%	3.1	2.8	2.3	1.9	1.6	-48%
MN	754	848	608	566	600	-20%	2.9	3.0	1.9	1.5	1.2	-59%
MS	546	695	662	750	861	+58%	3.8	4.2	3.5	3.1	2.7	-29%
MO	1,045	1,175	931	1,097	1,192	+14%	3.4	3.4	2.4	2.2	1.9	-44%
MT	291	325	223	212	265	-9%	5.1	4.9	3.0	2.5	2.8	-45%
NE	369	396	237	262	302	-18%	3.3	3.5	2.0	1.9	1.8	-45%
NV	218	346	259	343	347	+59%	4.7	5.7	3.4	3.4	2.1	-55%
NH	151	194	191	158	125	-17%	2.9	3.0	2.5	1.6	1.1	-62%

Table 122
Fatalities and Fatality Rates by State, 1975-1997 (Continued)

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1980	1985	1990	1997	Difference, 1975-1997	1975	1980	1985	1990	1997	Difference, 1975-1997
NJ	1,043	1,120	964	886	774	-26%	2.2	2.2	1.8	1.5	1.2	-45%
NM	555	606	535	499	484	-13%	5.6	5.4	4.0	3.1	2.2	-61%
NY	2,366	2,610	2,006	2,217	1,643	-31%	3.6	3.4	2.2	2.1	1.4	-61%
NC	1,506	1,503	1,482	1,385	1,483	-2%	4.1	3.6	3.0	2.2	1.8	-56%
ND	167	151	90	112	105	-37%	3.7	2.9	1.6	1.9	1.5	-59%
OH	1,766	2,033	1,646	1,638	1,441	-18%	2.8	2.8	2.2	1.8	1.4	-50%
OK	757	959	744	641	838	11%	3.3	3.5	2.4	1.9	2.0	-39%
OR	562	646	559	579	523	-7%	3.5	3.4	2.6	2.2	1.6	-54%
PA	2,078	2,089	1,771	1,646	1,557	-25%	3.3	2.9	2.3	1.9	1.6	-52%
RI	110	129	109	84	75	-32%	1.9	2.4	1.9	1.1	1.1	-42%
SC	820	852	951	979	903	10%	4.0	3.8	3.6	2.8	2.2	-45%
SD	195	228	130	153	148	-24%	3.8	3.7	2.1	2.2	1.9	-50%
TN	1,126	1,153	1,101	1,177	1,223	9%	3.4	3.4	3.0	2.5	2.0	-41%
TX	3,372	4,366	3,678	3,250	3,510	4%	4.0	3.8	2.6	2.1	1.8	-55%
UT	272	334	303	272	366	35%	3.4	3.1	2.5	1.9	1.8	-47%
VT	143	137	115	90	96	-33%	4.3	3.7	2.5	1.5	1.5	-65%
VA	993	1,045	976	1,079	984	-1%	2.9	2.7	2.0	1.8	1.4	-52%
WA	758	971	744	825	676	-11%	3.2	3.4	2.2	1.8	1.3	-59%
WV	461	523	420	481	379	-18%	4.4	4.9	3.3	3.1	2.1	-52%
WI	930	972	744	769	725	-22%	3.3	3.1	2.0	1.7	1.3	-61%
WY	210	245	152	125	137	-35%	5.4	4.9	2.8	2.1	1.8	-67%
USA	44,525	51,091	43,825	44,599	41,967	-6%	3.4	3.3	2.5	2.1	1.6	-53%
PR	496	520	600	473	591	19%	7.3	6.0	5.7	3.7	3.7	-49%

Sources: Fatalities—Fatality Analysis Reporting System (FARS). Vehicle Miles Traveled—Federal Highway Administration.

**Table 123
Child Passenger Protection Laws**

State	Effective Date	Restraint Requirement Age	Safety Seat Required	May Substitute Safety Belts	Penalty ⁽³⁾
AL	7/82	Under 6	Under 6	Either 4 or 5	\$10
AK	6/85	Under 16	Under 4	4 through 15	\$50, 2 points
AZ	8/83	Under 16	Through 4 ⁽²⁾	No	\$50
AR	8/83	Under 14	Under 4 ⁽²⁾	Between 4 and 14	\$25-\$100
CA	1/83	Under 4 ⁽²⁾	Under 4 ⁽²⁾	No	\$100
CO	1/84	Under 15 ⁽²⁾	Under 4 ⁽²⁾	No	\$50 + \$6 surcharge
CT	5/82	Under 16	Under 4	Between 1 and 4 in rear seat	\$35-\$2,000
DE	6/82	Under 16	Under 4	No	\$28.75
DC	7/83	Up to 16	Under 3	Between 3 and 6	\$55, 2 points
FL	7/83	Under 16	Under 4 ⁽²⁾	Rear seat under 16	\$60 + \$10 court cost
GA	7/84	Under 16	Through 4	3 or 4	\$25-\$100
HI	7/83	Under 4	Under 3	When 3	\$200 maximum
ID	1/85	Under 4 ⁽²⁾	Under 4 ⁽²⁾	No	\$100 maximum
IL	7/83	Under 6	Under 4	Between 4 and 6	\$25-\$50
IN	1/84	Under 5	Under 3	Between 3 and 5	\$500 maximum, 4 points
IA	1/85	Under 6	Under 3	Between 3 and 6	\$10
KS	1/82	Under 14	Under 4	Between 4 and 13 in all positions	\$20
KY	7/82	40" and under	40" and under	No	\$50
LA	9/84	Under 13	Under 13	Between 3 and 12 in rear seat	\$25-\$50
ME	9/83	Under 19	Under 4	Through 4	Between 4 and 18 \$25-\$500
MD	1/84	Under 16	Under 4 ⁽²⁾	Between 4 and 16	\$25
MA	1/82	Through 12	Under 6	5 and under	\$25
MI	4/82	Through 16	Through 3	1 through 3 in rear seat	\$10
MN	8/83	Under 11	Under 4	4 through 10 in rear seat	\$50
MS	7/83	Under 4	Under 4	No	\$25
MO	1/84	Under 4	Under 4	No	\$25
MT ⁽¹⁾	1/84	Under 4 ⁽²⁾	Under 2	Between 2 and 4	\$100 maximum
NE	8/83	Under 5 ⁽²⁾	Under 4 ⁽²⁾	Between 4 and 5	\$25
NV	7/83	Under 5 ⁽²⁾	Under 5 ⁽²⁾	No	\$35-\$100
NH	7/83	Under 18	Under 4	4 through 18 in all positions	\$1,000

⁽¹⁾Law applies only to parents and legal guardians.

⁽²⁾Or less than 40 pounds.

⁽³⁾Most states waive fines upon proof of safety seat acquisition.

Table 123
Child Passenger Protection Laws (Continued)

State	Effective Date	Restraint Requirement Age	Safety Seat Required	May Substitute Safety Belts	Penalty ⁽³⁾
NJ	4/83	Under 5	Under 5	Between 1½ and 5 in rear seat	\$10-\$25
NM	6/83	Under 11	Under 5	Between 1 and 5 in rear seat	\$25
NY	4/82	Under 10	Under 4	Over 4 up to age 10	\$100 maximum
NC	7/82	Under 12	Under 4	Between 4 and 12	\$25
ND	1/84	Through 10	Under 3	3 through 10	\$20
OH	3/83	Under 4 ⁽²⁾	Under 4 ⁽²⁾	No	\$250
OK	11/83	Under 4 ⁽²⁾	Under 5	Under 4 in rear, 4 to 5 in front or rear	\$25 maximum
OR	1/84	Under 16	Under 4 ⁽²⁾	Over 4, over 40 pounds	\$75
PA	1/84	Under 4	Under 4	Over 4	\$25
RI	7/80	Through 12	5 or under	Over 3 through 12	\$150 maximum
SC	7/83	Under 6	Under 4	Between 1 and 6 in rear seat	\$25
SD	7/84	Under 5	Under 2	Between 2 and 5	\$20
TN	1/78	Under 12	Under 4	No	\$50 maximum
TX	10/84	Under 4	Under 2	Between 2 and 4	\$25-\$50
UT	7/84	Under 10	Under 2	Between 2 and 10	\$75
VT	7/84	Through 12	Under 5	Between 5 and 12	\$25
VA	1/83	Under 16	Under 4	Between 4 and 16	\$50, 3 points
WA	1/84	Under 10	Under 3	Between 3 and 10	\$35
WV	7/81	Under 9	Under 3	Between 3 and 5	\$10-\$20
WI	11/82	Under 8	Under 4	Between 4 and 8	\$200 maximum
WY	4/85	Through 4	Through 4	No	\$50
PR	1/89	Under 4	Under 4	Over 40 pounds	\$10

⁽¹⁾Law applies only to parents and legal guardians.

⁽²⁾Or less than 40 pounds.

⁽³⁾Most states waive fines upon proof of safety seat acquisition.

Table 124
Status of State Motorcycle Helmet Use Requirements

State	Original Law	Subsequent Action, Date(s) and Current Status
AL	11/06/67	Helmet use required for all riders.
AK	01/01/71	Repealed effective 7-1-76 except for persons under 18 years of age, and all passengers.
AZ	01/01/69	Repealed effective 5-27-76 except for persons under 18 years of age.
AR	07/10/67	Helmet use required for all riders. Repealed effective 8/1/97 except for certain riders.
CA	01/01/85	Helmet use required by riders under 15 1/2 years of age. Effective 1-1-92 helmet use required for all riders.
CO	07/01/69	Repealed effective 5-20-77.
CT	10/01/67	Not enforced until 2-1-74. Repealed effective 6-1-76. Effective 1-1-90 adopted requirement for helmet use by persons under 18.
DE	10/01/68	Repealed effective 6-10-78 except for persons under 19 years of age. Also requires that a helmet be carried on the motorcycle for persons 19 and older.
DC	10/12/70	Helmet use required for all riders.
FL	09/05/67	Helmet use required for all riders.
GA	08/31/66	Helmet use required for all riders.
HI	05/01/68	Repealed effective 6-7-77 except for persons under 18 years of age.
ID	01/01/68	Repealed effective 3-29-78 except for persons under 18 years of age.
IL	01/01/68	Repealed effective 6-17-69 after being declared unconstitutional by the State Supreme Court on 5-28-69.
IN	07/01/67	Repealed effective 9-1-77. Effective 6-1-85 adopted requirement for helmet use by persons under 18.
IA	09/01/75	Repealed effective 7-1-76.
KS	07/01/67	7-1-67 to 3-17-70 for all cyclists. 3-17-70 to 7-1-72 only for cyclists under 21 years of age. 7-1-72 to 7-1-76 for all cyclists. 7-1-76 to 7-1-82 applied only to persons under 16 years of age. After 7-1-82 applies only to persons under 18 years of age.
KY	07/01/68	Helmet use required for all riders.
LA	07/31/68	Repealed effective 10-1-76 except for persons under 18 years of age. Readopted for all cyclists effective 1-1-82. Helmet use required for all riders.
ME	10/07/67	Repealed effective 10-24-77. Amended effective 7-3-80 to require use by cyclists under 15 years of age.
MD	09/01/68	Repealed effective 5-29-79 except for persons under 18 years of age. Effective 10-1-92 helmet use required for all riders.
MA	02/27/67	Helmet use required for all riders.
MI	03/10/67	Repealed effective 6-12-68. New law adopted effective 9-1-69. Helmet use required for all riders.
MN	05/01/68	Repealed effective 4-6-77 except for persons under 18 years of age.
MS	03/28/74	Helmet use required for all riders.
MO	10/13/67	Helmet use required for all riders.
MT	07/01/73	Repealed effective 7-1-77 except for persons under 18 years of age.
NE	05/29/67	Never enforced. Declared unconstitutional by State Supreme Court and repealed effective 9-1-77. Effective 1-1-89 helmet use required for all riders.
NV	01/01/72	Helmet use required for all riders.
NH	09/03/67	Repealed effective 8-7-77 except for persons under 18 years of age.

Table 124
Status of State Motorcycle Helmet Use Requirements (Continued)

State	Original Law	Subsequent Action, Date(s) and Current Status
NJ	01/01/68	Helmet use required for all riders.
NM	05/01/67	Initial law applied only to cyclists under 18 years of age and to all passengers. Law requiring helmet use by all cyclists adopted effective 7-1-73. Repealed effective 6-17-77 except for persons under 18 years of age.
NY	01/01/67	Helmet use required for all riders.
NC	01/01/68	Helmet use required for all riders.
ND	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
OH	04/02/68	Repealed effective 7-1-78 except for persons under 18 years and first year novices.
OK	04/27/67	4-27-67 to 4-7-69 helmet use required for all motorcyclists. From 4-7-69 to 5-3-76 for cyclists under 21 years of age. 5-3-76 for cyclists under 18 years of age.
OR	01/01/68	Repealed effective 10-4-77, except for persons under 18 years of age. Effective 6-16-89 helmet use required for all riders.
PA	09/13/68	Helmet use required for all riders.
RI	06/30/67	Repealed effective 5-21-76 except for passengers on motorcycles. Effective 7-01-92 helmet use required for operators under 21 years of age, all passengers, and first year novices.
SC	07/01/67	Repealed for ages 21 and over effective 6-16-80.
SD	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
TN	06/05/67	Helmet use required for all riders.
TX	01/01/68	Repealed effective 9-1-77 except for persons under 18 years of age. Effective 9-1-89 helmet use required for all riders. Effective 9-1-97 helmets required for riders under 21, those who have not completed a rider training course, and those without \$10,000 medical insurance.
UT	05/13/69	Helmets required only on roads with speed limits of 35 mph or higher. Effective 5-8-77 law changed to require helmet use only by persons under 18 years of age.
VT	07/01/68	Helmet use required for all riders.
VA	01/01/71	Helmet use required for all riders.
WA	07/01/67	Repealed effective 7-1-77. 7-1-87 helmet use required for riders under 18. Effective 6-8-90 helmet use required for all riders.
WV	05/21/68	Helmet use required for all riders.
WI	07/01/68	Repealed effective 3-19-78 except for persons under 18 years of age, and for all holders of learner's permits.
WY	05/25/73	Repealed effective 5-27-83 except for persons under 18 years of age.
PR	07/20/60	Helmet use required for all riders.

- 23 states plus the District of Columbia and Puerto Rico require helmet use for all riders.
- 24 states require helmet use for certain riders.
- 3 states do not require helmet use for riders.

Table 125
Impaired Driving High-Priority Legislation

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
AL	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	R-1 yr	R-3 yrs
AK	Y-0.10	0.10	Y-0.00 (<21)	R-30 days	R-1 yr	R-10 yrs
AZ	Y-0.10	0.10	Y-0.00 (<21)	S-90 days	R-1 yr	R-3 yrs
AR	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
CA	Y-0.08	0.08	Y-0.01 (<21)	--	S-30 days	R-3 yrs
CO	Y-0.10	0.10	Y-0.02 (<21)	--	R-1 yr	R-2 yrs
CT	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
DE	Y-0.10	0.10	Y-0.02 (<21)	--	R-6 mos	R-6 mos
DC	Y-0.05	0.10	Y-0.00 (<21)	R-6 mos	R-1 yr	R-2 yrs
FL	Y-0.08	0.08	Y-0.02 (<21)	--	R-12 mos	R-24 mos
GA	Y-0.10	0.10	Y-0.02 (<21)	--	S-120 days	R-5 yrs
HI	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	R-1 yr
ID	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
IL	Y-0.08	0.08	Y-0.02 (<21)	--	--	--
IN	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
IA	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
KS	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
KY	A	0.10	Y-0.02 (<21)	S-30 days	R-12 mos	R-24 mos
LA	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
ME	Y-0.08	0.08	Y-0.00 (<21)	S-60 days	S-18 mos	S-4 yrs
MD	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
MA	Y-0.08	No	Y-0.02 (<21)	S-45 days	R-6 mos	R-2 yrs
MI	N	0.10	Y-0.02 (<21)	--	R-1 yr	S-5 yrs
MN	Y-0.10	0.10	Y-0.00 (<21)	R-15 days	R-15 days	R-15 days
MS	Y-0.10	0.10	Y-0.08 (<21)	S-30 days	S-1 yr	S-3 yrs
MO	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	R-2 yrs	R-3 yrs
MT	N	0.10	Y-0.02 (<21)	--	R-3 mos	R-3 mos
NE	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-6 mos	R-1 yr
NV	Y-0.10	0.10	Y-0.00 (<21)	R-45 days	R-1 yr	R-1.5 yrs
NH	Y-0.08	0.08	Y-0.02 (<21)	R-90 days	R-3 yrs	R-3 yrs

Table 125
Impaired Driving High-Priority Legislation (Continued)

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
NJ	N	0.10	Y-0.01 (<21)	R-6 mos	R-2 yrs	R-10 yrs
NM	Y-0.08	0.08	Y-0.02 (<21)	--	R-1 yr	R-5 yrs
NY	A	0.10	Y-0.02 (<21)	--	R-1 yr	R-1 yr
NC	Y-0.08	0.08	Y-0.00 (<21)	--	R-2 yrs	R-3 yrs
ND	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-365 days	S-2 yrs
OH	Y-0.10	0.10	Y-0.02 (<21)	S-15 days	S-30 days	S-180 days
OK	Y-0.10	0.10	Y-0.00 (<21)	--	--	--
OR	Y-0.08	0.08	Y-0.00 (<21)	--	S-90 days	S-1 yr
PA	N	0.10	Y-0.02 (<21)	S-1 mo	S-12 mos	S-12 mos
RI	N	0.10	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
SC	N	No	--	--	S-1 yr	S-4 yrs
SD	N	0.10	--	--	R-1 yr	R-1 yr
TN	N	0.10	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
TX	Y-0.10	0.10	Y-0.00 (<21)	--	--	--
UT	Y-0.08	0.08	Y-0.00 (<21)	S-180 days	R-2 yrs	R-2 yrs
VT	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	S-18 mos	R-2 yrs
VA	Y-0.08	0.08	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
WA	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	R-1 yr	R-2 yrs
WV	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
WI	Y-0.10	0.10	Y-0.02 (<21)	--	R-60 days	R-90 days
WY	Y-0.10	0.10	--	--	S-1 yr	R-3 yrs
USA	Y - 41	0.08 - 15 0.10 - 34 No - 2	Y - 44	S - 18 R - 9	S - 16 R - 28	S - 12 R - 32
	Y = Yes N = No A = Alternative		Y = Yes		S = Suspension R = Revocation	
PR	N	No	--	--	--	--

Notes: An "administrative per se law" refers to a statute that allows a state's driver licensing agency to either suspend or revoke a driver's license based either on a specific alcohol (or drug) concentration or on some other criterion related to alcohol or drug use and driving. Such action is completely independent of any licensing action related to a DWI criminal offense. The term "illegal per se" refers to state laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine. In those columns showing mandatory sanctions, a "blank" space does not mean that a state does not have a sanction. It only means that the state does not have a mandatory sanction for that offense or violation.

Source: "Digest of State Alcohol-Highway Safety Related Legislation," U.S. Department of Transportation/National Highway Traffic Administration, DOT HS 808 204.

Table 126
Key Provisions of Safety Belt Use Laws

State	Effective*	Enforcement	Fine	Seats	Vehicle and Coverage by Law
AL	07/18/92	Secondary	\$25	Front	Passenger car, MY>'65.
AK	09/12/90	Secondary	\$15	All	Motor vehicle. Age 16 and over.
AZ	01/01/91	Secondary	\$10	Front	Passenger car, van, MY>'72.
AR	07/15/91	Secondary	\$25	Front	Passenger car, truck, van.
CA	01/01/86	Primary	\$20	All	Passenger car, van, small truck.
CO	07/01/87	Secondary	\$15	Front	Passenger car, van, taxi, ambulance, RV, small truck.
CT	01/01/86	Primary	\$15	Front	Passenger car, van, truck.
DE	01/01/92	Secondary	\$20	Front	Passenger car.
DC	12/12/85	Primary	\$50**	All	Vehicle seating 8 or less people.
FL	07/01/86	Secondary	\$30	Front	Motor vehicle, pickup truck.
GA	09/01/88	Primary	\$15	Front	Passenger vehicle, <10 people; pickup truck, <age 18.
HI	12/16/85	Primary	\$20	Front	Vehicle manufactured with seat belt.
ID	07/01/86	Secondary	\$ 5	Front	Motor vehicle under 8,000 lbs.
IL	07/01/85	Secondary	\$25	Front	Motor vehicle to carry under 10 people, RV.
IN	07/01/87	Primary	\$25	Front	Passenger car, bus, school bus.
IA	07/01/86	Primary	\$10	Front	Passenger car, van, truck 10,000 lbs. or less.
KS	07/01/86	Secondary	\$10	Front	Passenger car, van.
KY	07/13/94	Secondary	\$25	All	Motor vehicles from model year 1965.
LA	07/01/86	Primary	\$25	Front	Passenger car, van, truck under 6,000 lbs.
ME	12/27/95	Secondary	\$25	All	Passenger vehicles.
MD	07/01/86	Primary	\$25	Front	Passenger and multi-purpose vehicle, truck, tractor, bus.
MA	02/01/94	Secondary	\$25	All	Passenger car, van, truck.
MI	07/01/85	Secondary	\$25	Front	Motor vehicle.
MN	08/01/86	Secondary	\$25	Front	Passenger car, pickup truck, van, RV.
MS	03/20/90	Secondary	\$25	Front	Passenger car, van.
MO	09/28/85	Secondary	\$10	Front	Passenger car to carry under 10 people.
MT	10/01/87	Secondary	\$20	All	Motor vehicle.
NE	01/01/93	Secondary	\$25	Front	Motor vehicle.
NV	07/01/87	Secondary	\$25	All	Passenger car under 6,000 lbs.
NJ	03/01/85	Secondary	\$20	Front	Passenger car.
NM	01/01/86	Primary	\$25	Front	Motor vehicle under 10,000 lbs.
NY	12/01/84	Primary	\$50	Front	Passenger car.
NC	10/01/85	Primary	\$25	Front	Passenger motor vehicle to carry under 10 people.
ND	07/14/94	Secondary	\$20	Front	Motor vehicle.
OH	05/06/86	Secondary	\$25	Front	Passenger and commercial car, van, tractor, truck.
OK	02/01/87	Primary	\$10	Front	Passenger car, van, pickup truck.
OR	12/07/90	Primary	\$75	All	Motor vehicle.
PA	11/23/87	Secondary	\$10	Front	Passenger car, truck, motor home.
RI	06/18/91	Secondary	No	All	Passenger car. Over age 12.
SC	07/01/89	Secondary	\$10	Front	Passenger car, truck, van, RV, taxi.
SD	01/01/95	Secondary	\$20	Front	Passenger car, truck, van, RV, taxi.
TN	04/21/86	Secondary	\$10	Front	Vehicle under 8,500 lbs.
TX	09/01/85	Primary	\$25	Front	Passenger car, van, and certain trucks.
UT	04/28/86	Secondary	\$10	Front	Motor vehicle.
VT	01/01/94	Secondary	\$10	All	Passenger car.
VA	01/01/88	Secondary	\$25	Front	Motor vehicle.
WA	06/11/86	Secondary	\$35	All	Passenger and multi-purpose vehicle, bus, truck.
WV	09/01/93	Secondary	\$25	Front	Passenger car. Age 18 and under in rear seat.
WI	12/01/87	Secondary	\$10	All	Motor vehicle.
WY	06/08/89	Secondary	No	Front	Passenger car, van, pickup truck.
PR	01/19/75	Primary	\$10	Front	Passenger car. Over age 4.

* Effective date of first belt law in the state.

** Plus 2 points on license.

Total states with safety belt use laws: 49 plus DC and Puerto Rico.

APPENDIX A ♦ FARS DATA ELEMENTS

1997 Fatality Analysis Reporting System Data Elements

Crash Level

Crash Date	Number of Vehicle Forms Submitted
Atmospheric Condition	Rail Grade Crossing Identifier
City	Related Factors—Crash Level
Construction/Maintenance Zone	Relation to Junction
County	Relation to Roadway
Day of Week	Roadway Alignment
Emergency Medical Services (EMS) Notification Time	Roadway Function Class
EMS Arrival Time at Hospital	Roadway Profile
EMS Arrival Time at Scene	Roadway Surface Condition
First Harmful Event	Roadway Surface Type
Hit and Run	Route Signing
Light Condition	School Bus Related
Manner of Collision	Special Jurisdiction
Milepoint	Speed Limit
National Highway System	State
Number of Drinking Drivers in Crash	Time
Number of Fatalities in Crash	Traffic Control Device
Number of Nonmotorist Forms Submitted	Traffic Control Device Functioning
Number of Person Forms Submitted	Trafficway Flow
Number of Travel Lanes	Trafficway Identifier

Vehicle Level

Body Type	Most Harmful Event
Cargo Body Type	Motorcycle Displacement
Crash Avoidance Maneuver	Number of Axles
Emergency Use	Number of Deaths in Vehicle
Extent of Deformation	Number of Occupants in Vehicle
Fire Occurrence	Number of Vehicle Forms Submitted
Truck Gross Vehicle Weight Rating	Passenger Car Weight
Hazardous Cargo	Passenger Car Wheelbase
Impact Point—Initial	Registered Vehicle Owner
Impact Point—Principal	Registration State
Jackknife	Related Factors—Vehicle Level
Manner of Leaving Scene	Rollover

Vehicle Level (Continued)

Special Use	Vehicle Make
State Information	Vehicle Maneuver
Travel Speed	Vehicle Model
Truck Fuel Type	Vehicle Model Year
Underride/Override	Vehicle Number
Vehicle Configuration	Vehicle Role
Vehicle Identification Number	Vehicle Trailering

Driver Level

Commercial Motor Vehicle License Status	Driver License Type Compliance
Compliance with License Endorsements	Driver Presence
Compliance with License Restrictions	Driver Zip Code
Date of First and Last Crash, Suspension, Conviction	License State
Driver Drinking	Non-CDL License Status
Driver Level Counters	Related Factors—Driver Level
Driver License Status	Violations Charged

Person Level

Age	Nonmotorist Location
Air Bag Availability/Function	Nonmotorist Striking Vehicle Number
Alcohol Test Results	Person Number
Death Certificate Number	Person Type
Death Date	Police-Reported Alcohol Involvement
Death Time	Police-Reported Other Drug Involvement
Drug Test Results	Related Factors—Person Level
Drug Test Type	Restraint System Use
Ejection	Seating Position
Ejection Path	Sex
Extrication	Taken to Hospital or Treatment Facility
Fatal Injury at Work	Time of Crash to Time of Death
Injury Severity	Vehicle Number
Method of Alcohol Determination	
Method of Other Drug Determination by Police	

APPENDIX B ♦ GES DATA ELEMENTS

1997 General Estimates System Data Elements

Crash Level

Alcohol Involved in Crash	Number of Vehicles
Atmospheric Condition	Pedestrian/Pedalcyclist Crash Type
Day of Week	Percent Rural
First Harmful Event	Region of Country
Hour of Crash	Relation to Junction
Interstate Highway	Relation to Roadway
Land Use	Roadway Alignment
Light Condition	Roadway Profile
Manner of Collision	Roadway Surface Condition
Maximum Injury Severity	School Bus Related
Minute of Crash	Speed Limit
Month of Crash	Traffic Control Device
National Highway System Roadway	Trafficway Flow
Number Injured in Crash	Work Zone
Number of Nonmotorists	Year of Crash
Number of Travel Lanes	

Vehicle/Driver Level

Crash Type	Hazardous Materials Placarded
Body Type	Hazardous Materials Release
Cargo Body Type	Hit and Run
Carrier's Identification Number	Initial Point of Impact
Corrective Action Attempted	Jackknife
Critical Event	Manner of Leaving Scene
Damage Areas	Maximum Injury Severity in Vehicle
Damage Severity	Model Year
Driver Distracted By	Most Harmful Event
Driver Drinking in Vehicle	Movement Prior to Critical Event
Driver Maneuvered To Avoid	Number Injured in Vehicle
Driver Presence	Number of Axles, Including Trailer
Driver's Vision Obscured By	Number of Occupants
Driver's Zip Code	Pre-crash Location
Emergency Use	Pre-crash Vehicle Control
Fire Occurrence	Rollover Type
Hazardous Materials Placard Number	Special Use

Vehicle/Driver Level (Continued)

Travel Speed	Vehicle Number
Vehicle Contributing Factors	Vehicle Role
Vehicle Identification Number	Vehicle Trailing
Vehicle Make	Violations Charged
Vehicle Model	

Person Level

Age	Person's Physical Impairment
Air Bag Availability/Function	Police-Reported Alcohol Involvement
Ejection	Police-Reported Drug Involvement
Injury Severity	Restraint System Use
Nonmotorist Action	Restraint Type
Nonmotorist Location	Seating Position
Nonmotorist Safety Equipment Use	Sex
Nonmotorist Striking Vehicle Number	Taken to Hospital or Treatment Facility
Person Number	Vehicle Number
Person Type	

APPENDIX C ♦ TECHNICAL NOTE

GES Technical Note

Standard Errors

The national estimates produced from GES data may differ from the true values, because they are based on a probability sample of crashes and not a census of all crashes. The size of these differences may vary depending on which sample of crashes was selected. [For a complete description of the GES sampling design, see *National Accident Sampling System General Estimates System Technical Note* (DOT HS 807 796) available from NCSA.] The standard error of an estimate is a measure of the precision or reliability with which an estimate from this particular GES sample approximates the results of a census.

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in the following table. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 156,000. To calculate one standard error for this crash estimate, use the table on the following page. Since 156,000 does not appear in the Crash Estimate column, use linear interpolation from the standard error values for 100,000 (8,800) and 200,000 (15,700). One standard error would be approximately 12,700. The 95 percent confidence interval for this estimate would be $156,000 \pm 2 \times 12,700$ or 131,000 to 181,000.

1997 GES Estimates and Standard Errors

Crash Estimate (x)	Crash Standard Error (SE)*	Vehicle Estimate (x)	Vehicle Standard Error (SE)**	Person Estimate (x)	Person Standard Error (SE)***
1,000	400	1,000	400	1,000	400
5,000	1,100	5,000	1,000	5,000	1,000
6,000	1,200	10,000	1,600	10,000	1,600
7,000	1,300	20,000	2,500	20,000	2,500
8,000	1,400	30,000	3,300	30,000	3,300
9,000	1,500	40,000	4,100	40,000	4,100
10,000	1,600	50,000	4,900	50,000	4,800
20,000	2,600	60,000	5,600	60,000	5,600
30,000	3,500	70,000	6,400	70,000	6,300
40,000	4,300	80,000	7,100	80,000	7,000
50,000	5,100	90,000	7,800	90,000	7,700
60,000	5,900	100,000	8,500	100,000	8,300
70,000	6,600	200,000	15,200	200,000	14,800
80,000	7,400	300,000	21,800	300,000	21,000
90,000	8,100	400,000	28,300	400,000	27,200
100,000	8,800	500,000	34,800	500,000	33,300
200,000	15,700	600,000	41,300	600,000	39,400
300,000	22,400	700,000	47,800	700,000	45,600
400,000	29,000	800,000	54,400	800,000	51,700
500,000	35,500	900,000	60,900	900,000	57,800
600,000	42,100	1,000,000	67,600	1,000,000	64,000
700,000	48,600	2,000,000	135,900	2,000,000	127,200
800,000	55,200	3,000,000	207,700	3,000,000	193,100
900,000	61,800	4,000,000	282,600	4,000,000	261,400
1,000,000	68,500	5,000,000	360,400	5,000,000	332,000
2,000,000	136,500	6,000,000	440,800	6,000,000	404,700
3,000,000	207,600	7,000,000	523,500	7,000,000	479,300
4,000,000	281,500	8,000,000	608,400	8,000,000	555,700
5,000,000	358,000	9,000,000	695,500	9,000,000	633,700
6,000,000	436,800	10,000,000	784,500	10,000,000	713,400
6,500,000	477,000	11,000,000	875,300	11,000,000	794,600
7,000,000	517,700	12,000,000	968,000	12,000,000	877,200
*SE = $e^{a+b(\ln x)^2}$, where a = 4.424135 b = 0.035154		**SE = $e^{a+b(\ln x)^2}$, where a = 4.331394 b = 0.035572		***SE = $e^{a+b(\ln x)^2}$, where a = 4.390740 b = 0.034978	

Unknowns

GES data are obtained either directly from an item on the PAR or by interpreting the information provided in the report through reviewing the crash diagram, the Officer's written summary of the crash, or combinations of variables on the PAR. Because of this interpretation, and because the police officer may not have entered some item of information or provide complete information, data can be missing. Two different statistical procedures are used on GES data to complete values for unknown data. These procedures, univariate and hotdeck imputation, are described in a technical report available from NCSA, *Imputation in the General Estimates System* (DOT HS 807 985). The table below gives the reader the proportion of unknown values prior to imputation for variables with imputed values that were used in this report.

Percent of Unknowns for 1997 GES Data Elements

Crash Level			
Alcohol Involved in Crash	3.3 %	Manner of Collision	0.1 %
Atmospheric Condition	1.8 %	Minute of Crash	0.7 %
Crash Severity	5.7 %	Relation to Junction	0.1 %
Day of Week	0.0 %	Relation to Roadway	<0.1 %
First Harmful Event	0.1 %	Roadway Surface Condition	1.8 %
Hour of Crash	0.7 %	Speed Limit	18.0 %
Light Condition	1.5 %	Traffic Control Device	1.1 %
Vehicle/Driver Level			
Driver Drinking in Vehicle	5.6 %	Rollover Type	0.0 %
Initial Point of Impact	2.7 %	Vehicle Type	2.0 %
Most Harmful Event	3.3 %		
Person Level			
Age	11.6 %	Seating Position	4.6 %
Injury Severity	4.6 %	Sex	9.3 %
Police-Reported Alcohol Involvement	3.9 %		

GLOSSARY

Alcohol Involvement

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if either a driver or a nonmotorist (usually a pedestrian) had a measurable or estimated blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or above.

NHTSA defines a nonfatal crash as alcohol-related or alcohol-involved if police indicate on the police accident report that there is evidence of alcohol present. The code does *not* necessarily mean that a driver or nonoccupant was tested for alcohol.

Blood Alcohol Concentration

The BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (0.01 g/dl and higher) indicates that alcohol was consumed by the person tested. A BAC level of 0.10 g/dl or more indicates that the person was intoxicated.

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

Large motor vehicles used to carry more than ten passengers, including school buses, inter-city buses, and transit buses.

Combination Truck

A truck tractor not pulling a trailer; a tractor pulling at least one full or semi-trailer; or a single-unit truck pulling at least one trailer.

Construction/Maintenance Zone

An area, usually marked by signs, barricades, or other devices indicating that highway construction or highway maintenance activities are ongoing.

Crash

An event that produces injury and/or property damage, involves a motor vehicle in transport, and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway.

Crash Severity

1. *Fatal Crash*. A police-reported crash involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash.
2. *Injury Crash*. A police-reported crash that involves a motor vehicle in transport on a trafficway in which no one died but at least one person was reported to have: (1) an incapacitating injury; (2) a visible but not incapacitating injury; (3) a possible, not visible injury; or (4) an injury of unknown severity.
3. *Property-Damage-Only Crash*. A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries.

Crash Type

Single-vehicle or multiple-vehicle crash.

Day

From 6 a.m. to 5:59 p.m.

Driver

An occupant of a vehicle who is in physical control of a motor vehicle in transport, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Ejection

Refers to occupants being totally or partially thrown from the vehicle as a result of an impact or rollover.

First Harmful Event

The first event during a crash that caused injury or property damage.

Fixed Object

Stationary structures or substantial vegetation attached to the terrain.

Gross Vehicle Weight Rating (GVWR)

The maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and passengers, and all cargo loaded into or on the vehicle. Actual weight may be less than or greater than GVWR.

Initial Impact Point

The first impact point that produced personal injury or property damage, regardless of First or Most Harmful Event.

Injury Severity

The police-reported injury severity of the person (i.e., occupant, pedestrian, or pedalcyclist).

1. Killed (Fatal)
2. Injured (Incapacitating injury, evident injury but not incapacitating, complaint of injury, or injured, severity unknown).
3. No injury.

Jackknife

Jackknife can occur at any time during the crash sequence. In this report, jackknifing is restricted to truck tractors pulling a trailing unit in which the trailing unit and the pulling vehicle rotate with respect to each other.

Junction

Area formed by the connection of two roadways, including intersections, interchange areas, and entrance/exit ramps.

Land Use

The crash location (urban or rural).

Large Trucks

Trucks over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors.

Light Trucks

Trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, truck-based station wagons, and utility vehicles.

Manner of Collision

A classification for crashes in which the first harmful event was a collision between two motor vehicles in transport and is described as one of the following:

Angle. Collisions which are not head-on, rear-end, rear-to-rear, or sideswipe.

Head-on. Refers to a collision where the front end of one vehicle collides with the front-end of another vehicle while the two vehicles are traveling in opposite directions.

Rear-end. A collision in which one vehicle collides with the rear of another vehicle.

Sideswipe. A collision in which the sides of both vehicles sustain minimal engagements.

Most Harmful Event

The event during a crash for a particular vehicle that is judged to have produced the greatest personal injury or property damage.

Motorcycle

A two- or three-wheeled motor vehicle designed to transport one or two people, including motorscooters, minibikes, and mopeds.

Motor Vehicle in Transport

A motor vehicle in motion on the trafficway or any other motor vehicle on the roadway, including stalled, disabled, or abandoned vehicles.

Night

From 6 p.m. to 5:59 a.m.

Noncollision

A class of crash in which the first harmful event does not involve a collision with a fixed object, nonfixed object, or a motor vehicle. This includes overturn, fire/explosion, falls from a vehicle, and injuries in a vehicle.

Nonmotorist

Any person who is not an occupant of a motor vehicle in transport and includes the following:

1. Pedestrians
2. Pedalcyclists
3. Occupants of parked motor vehicles
4. Others such as joggers, skateboard riders, people riding on animals, and persons riding in animal-drawn conveyances.

Nonmotorist Location

The location of nonmotorists at time of impact. Intersection locations are coded only if nonmotorists were struck in the area formed by a junction of two or more trafficways. Non-intersection location may include nonmotorists struck on a junction of a driveway/alley access and a named trafficway. Nonmotorists who are occupants of motor vehicles not in transport are coded with respect to the location of the vehicle.

Objects Not Fixed

Objects that are movable or moving but are not motor vehicles. Includes pedestrians, pedalcyclists, animals, or trains (e.g., spilled cargo in roadway).

Occupant

Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

Other Vehicle

Consists of the following types of vehicles:

1. Large limousine (more than four side doors or stretched chassis)
2. Three-wheel automobile or automobile derivative
3. Van-based motorhome
4. Light-truck-based motorhome (chassis mounted)
5. Large-truck-based motorhome
6. ATV (all terrain vehicle, including dune/swamp buggy) and ATC (all terrain cycle)
7. Snowmobile
8. Farm equipment other than trucks
9. Construction equipment other than trucks (includes graders)
10. Other type vehicle (includes go-cart, fork lift, city streetsweeper).

Passenger

Any occupant of a motor vehicle who is not a driver.

Passenger Car

Motor vehicles used primarily for carrying passengers, including convertibles, sedans, and station wagons.

Pedalcyclist

A person on a vehicle that is powered solely by pedals.

Pedestrian

Any person not in or upon a motor vehicle or other vehicle.

Restraint Use

The occupant's use of available vehicle restraints including lap belt, shoulder belt, or automatic belt.

Roadway

That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel.

Roadway Function Class

The classification describing the character of service the street or highway is intended to provide. Includes the following:

Interstates. Limited access divided facilities of at least four lanes designated by the Federal Highway Administration as part of the Interstate System.

Other Freeways and Expressways. All urban principal arterial with limited control of access not on the Interstate system.

Other Principal Arterials. Major streets or highways, many with multi-lane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel.

Minor Arterials. Streets and highways linking cities and larger towns in rural areas in distributing trips to small geographic areas in urban areas (not penetrating identifiable neighborhoods).

Collectors. In rural areas, routes serving intra-county, rather than statewide travel. In urban areas, streets providing direct access to neighborhoods as well as direct access to arterials.

Local Streets and Roads. Streets whose primary purpose is feeding higher order systems, providing direct access with little or no through traffic.

Rollover

Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Includes rollovers occurring as a first harmful event or subsequent event.

Seating Position

The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap.

School Bus-Related Crash

Any crash in which a vehicle, regardless of body design, used as a school bus is directly or indirectly involved, such as a crash involving school children alighting from a vehicle.

Single-Unit Truck

A medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis.

Trafficway

Any road, street, or highway open to the public as a matter of right or custom for moving persons or property from one place to another.

Vehicle

See *Motor Vehicle in Transport*.

Vehicle Type

A series of motor vehicle body types that have been grouped together because of their design similarities. The principal vehicle types used in this report are passenger car, light truck, large truck, motorcycle, bus, and other vehicle. See the definition of each of the vehicle types elsewhere in this glossary.

Weekday

From 6 a.m. Monday to 5:59 p.m. Friday.

Weekend

From 6 p.m. Friday to 5:59 a.m. Monday.

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